Weather

Cloudy, cooler. The maximum temperature yesterday was 88.5 and the minimum 66.7, the figures for the corresponding day last year being 78.9 and 65.2.

The China Press
大陸報

The Mail Box
MAILS for U. S. and Europe, Str. E. of Russia, June 17.
FOR Europe and way ports, Str. Delta, June 17.
FROM America and Europe, Str. P. Madison, Tuesday.
FROM Europe and way ports, Str. Armand Behic, 6 p.m. today.

NO. 3319 VOL XII. Registered at the Chinese P. O. in China" "with special marks privileges for transmission 壬戌年五月十六日 SHANGHAI, SUNDAY, JUNE 11, 1922 大正十一年六月十日 第三種郵便物認可 20 CENTS

THRONGS SEE CANADA, NEW EMPRESS SHIP, AT WOOSUNG

Hundreds Inspect Liner As Guests Of C.P.O.S.

ON MAIDEN TRIP

Big Vessel Has Beautiful And Costly Appointments

Several hundred Shanghai men and women went to Woosung by tender yesterday at the invitation of the local offices of the Canadian Pacific Steamships, Ltd., to view the S. S. Empress of Canada, newest and greatest of the Canadian Pacific trans-Pacific fleet. They carried with them as they left the Customs Jetty anticipations of a high order. They brought back the knowledge that the reality in many ways even exceeded these anticipations and that the Empress of Canada could rightly rank in the charmed circle of shipping nobility.

The reception aboard the newest Empress was delightfully informal. Every one of the guests felt that there was so much to be seen and so much to marvel at, that there was all too little time and none at all to give to speech-making. Captain A. J. Haley, veteran Canadian Pacific master, and all of his officers were on hand to greet the guests as they boarded the vessel. They did so in a manner that made each feel that "welcome" was the word of the day. From the moment the first of the two tenders with the day's visitors came alongside, the giant ship was their to explore from stem to stern, and they did.

The whole occasion was one of smiles and sunshine. Cloudless skies and quiet waters made the big vessel stand out perfectly in its black and white paint, while its flags and pennants flew proudly in the breeze which was just strong enough to bring cooling comfort to the guests of the occasion.

A PASSENGER SHIP

There had been any number of stories told of the new vessel. One which stands out particularly is that while she was being tested to her contract speed of twenty knots, the order "port helm" was suddenly given, and the listed only two degrees under the strain. Those who went out yesterday could believe it. And they could also see, after looking at the long trim lines of the ship, why she had been able to average sixteen and a half knots per hour all the way out from Liverpool.

The outstanding impression of the whole vessel, however, is that here is primarily a passenger ship of the first order and that everything has been designed with a view to providing for the comfort of passengers. This is apparent on first view in the giant portholes for all staterooms, which swing on pivots so as to provide ample air at all times without the use of chutes; in the capacious white enameled swimming bath with its showers adjoining; in the gymnasium equipped with all sorts of athletic devices; in the many and splendidly furnished lounges and other public rooms; in the wide reaches of the promenade decks; in the lift service from deck to deck; in the intercommunicating telephone service, which puts the passenger in instant touch with the office from his stateroom; in the beautifully airy dining salon, and in the installation of a modern soda fountain parlor and other features not ordinarily found on ships.

NO EXPENSE SPARED

Luxury is the keynote throughout. The entire decorative scheme was turned over to the famous English interior decorator Crawleigh, and instructions were given the builders of the ship to alter the construction plan if necessary to fit in with his ideas. Expense was forgotten, and as a result everything is of a type that might be classed as truly palatial. The wall coverings run to silks, satins, and damasks. All of the rugs are genuine Persian. The small Circassian walnut tables in the lounge are perfectly matched wood. Each cost from £90 to £150. The locks on the doors of the smoking room, lounge room and card room cost £35 each. The collection of French and

(Continued on Page 6)

A "Close-Up" Of General Wu Pei-fu

THIS picture of the victorious Chihli leader was made from an enlargement of a film taken by a Pathe moving picture operator shortly after the conclusion of the war in the North.

Why Not A Hay Fever Association In China?

By Elsie McCormick

Just now we are having the open season for Easter lilies, last year's straw hats, organdie gowns, and hay-fever. The proportion of residents affected by this last mentioned phase of June is a small minority, but a noisy one. There is about as much chance of concealing a case of hay-fever as there is of hiding a donkey-engine or a troupe of Tyrolean yodlers. Hay-fever has no secret sufferers. You can't go to a concert and pick out those suffering from cirrhosis of the liver, but you can discover the victim of this other disease just as soon as the flower-baskets are handed across to the artist.

Hay-fever never killed its patients directly, though it often causes them to be murdered. There have been cases of bridesmaids and best men slaughtered for sneezing prodigously just as the "will's are being pronounced; there are several records of lynchings that occurred when the sneeze of the gentleman in the first box and the highest note of the prima donna on the stage occurred simultaneously; and more than one court blotter has been occupied by homicide cases following the sudden explosion of a banquet guest just at the climax of the only good story of the evening.

NEVER WELCOME ANYWHERE

The hay-fever victim is the dread of the prayer-meeting, the bane of the after-dinner speaker, the anathema of the actor, and the nemesis of the receiving-line. It was this deep sense of social ostracism that finally drew the victims together in a great protective organisation, a society which holds a convention every year in an American city, selected for its distance from the golden rod belt. If it wasn't for this league of defense, the hay-feverites would probably have been killed by general consent a long time ago.

It was a great relief for the hay-fever victims to get together this way. They found to their joy that they could sneeze in the middle of a meeting and not disturb the speaker, because he himself had just given vent to a nasal reaction that shook the planks. We don't know just what the test for membership is, but we imagine that the Grand Potentate waves a branch of golden-rod before a prospective neophyte. If he sneezes not less than five times in rapid succession, he is admitted to brotherhood.

At their first convention, held some years ago, the Hay-Fever Association of America consoled itself with the theory that the disease was a nervous disorder, affecting only alert, sensitive minds. In other words, it was a sign of brains. Clams, they argued, never have hay-fever; neither do sea-slugs or street-car conductors. It was true that the very alert organism, the bee, evidently doesn't have it either, else how could it spend its time lugging cargoes of pollen? One can't expect everything from a theory, however, so the hay-feverites let the busy bee pass without further comment or molestation.

RAGWEED CAUSE

Then came a deputation of cold-hearted scientists to prove that the disease isn't a sign of mentality, after all. It is the direct result, not of the irritating quality of new ideas, but of minute fragments of the ragweed, the golden-rod, and other bits of flora that the sufferers formerly took for aggravations instead of primal causes. Physicians threw on the screen at the annual convention enlargements of rag-weed pollen, all booted, armored, and spurred, which caused instant explosions throughout the hall and started the hay-feverites on a crusade for the elimination of

(Continued on Page 6)

PROGRESS MADE IN PARLEYS ON IRISH TREATY

London Pokes fun At Pettigo And Belleek "Fighting"

(Reuter's Service)

London, June 9.—It is officially stated that substantial progress has been made in the Irish negotiations.

London, June 9.—A statement in an official communique that with a view to preventing bloodshed the forces employed at Pettigo and Belleek were out of all proportion to the resistance expected explains the ironical descriptions given by correspondents of yesterday's operations.

Reuter's correspondent says: "It was altogether one of the most charming bloodless battles in history. The weather was perfect and the scenery ideal. The artillery shooting was masterly. The troops were good-humored. The roll of gunfire among the splendid hills was poetic to a degree and, best of all, nobody was hurt. A private in the Lincolnshire Regiment had an abrasion on the forehead which did not bleed, but, otherwise, there was no evidence of bloodshed." Cinematographers and photographers were very busy during the operations.

London, June 9.—Mr. Collins, speaking at Dublin tonight, said that the people of the Free State should not play into the hands of their enemies, who had created an artifical situation on the Fermanagh-Donegal border.

Certain powerful elements in England, he declared, had agents in the north-east whose policy was not merely to destory the Irish Republic or the Irish Free State but to restore their ascendancy throughout Ireland and restore the Act of Union.

The present was not a time to take on war with the north-east of Ireland and the British Empire as well.

Mr. Collins counseled patience and asked them not to allow themselves to be rushed into the wrong policy.

CONSORTIUM ATTACKED AS HINDRANCE TO BRITISH TRADE

London Banker Makes Direct Attack At Board Meeting

LOANS INVOLVED

Criticises Disapproval Of Salt Gabelle Security

(Reuter's Service)

London, June 10.—A direct attack at the Chinese Consortium was made at a meeting of the British Bank for Foreign Trade held in London, Mr. C. B. Crisp, the Chairman, declaring that the Consortium's strangle-hold over the Chinese Government was responsible for the present default on the Marconi and Vickers loans and that it also precludes the British manufacturer from favorably competing with foreign manufacturers.

Mr. Crisp also accused the Consortium dictatorship of blocking the Chinese Government's way to further finance and criticised the Consortium's disapproval of the Chinese offer to give security for loans on the salt gabelle.

Prince Of Wales Lands At Cairo

(Reuter's Service)

Cairo, June 10.—The Prince of Wales and the King of Egypt exchanged visits this morning in pleasant weather. The Prince, seated in an open motor beside Field-Marshal Viscount Allenby, wore the uniform of the Welsh Guards. Lord Allenby was dressed in a grey frock coat. His Royal Highness smilingly acknowledged the hearty cheers of groups of Britishers. Assembled along the route were moderate crowds and a few Egyptians whom the police mostly searched as the Prince's motor appeared at a distance. The King of Egypt ten minutes later returned the visit in a closed car.

(Reuter's Service)

Cairo, June 9.—The Prince of Wales landed from the Renown without ceremony at 3 p.m. this afternoon and boarded a train for Cairo.

Five Air Force machines hovered over Nefisher while the Prince descended from the train and shook hands with the British Officers and the Egyptian Governor of Ismailia who were assembled there to greet him.

The Prince reached Cairo at 9 p.m. and was welcomed by a distinguished gathering. He motored immediately to the Pre-

NORMAL MONSOON

Simla, June 9.—The monsoon forecast of rainfall in north-west India is that it is likely to be about normal and it will probably exceed normal in the peninsula, while indications from the rest of India are conflicting.

Ex-Crown Prince's Own War Story

Wilhelm Hohenzollern, the ex-Crown Prince of Germany, now in exile in Denover, Wierenger, Holland, has just recently completed his 'Memoirs' a complete record of the part he played in the Great War. The Memoirs' contains many interesting side-lights of Germany's participation in the war, including some rather caustic criticism of his father, the ex-Kaiser.

THE EVENING STAR, beginning tomorrow, will publish an interview with the former Crown Prince and his 'Memoirs' in liberal, interesting installments, not because THE EVENING STAR holds any brief for the man who might have been Kaiser of Germany, but because of the behind-the-scenes pen pictures of Germany during the war it presents.

To be sure and get every issue of THE EVENING STAR containing these remarkable articles telephone Central 671 bright and early tomorrow morning and subscribe to the newest publication in the Far East.

Aboard The U. S. S. "Rathburne"

MISS Irene Corbally, of THE CHINA PRESS staff, photographed yesterday aboard the U. S. S. Rathburne, flagship of twelfth division of the American destroyer fleet now in port here. With Miss Corbally are, from left to right, Ensign Bejamin Ward, torpedo expert; Lieutenant Earle Kincaid, executive officer of the U. S. S. Zane, and Lieutenant Robert B. Carney, executive officer of the Rathburne.

"Our Navy" As Seen On U. S. Destroyers Here

By Irene Corbally

To the man who has gone to sea, no ship is inanimate, a mere bit of lifeless mechanism. Each has its heart and soul, compounded of the hearts and souls of those who sail and love it. Three American destroyer divisions, composed of eighteen vessels, are now in port in Shanghai... Mechanically they are much alike. Yet each, to the men aboard it, is "the best little ship of them all—my ship." Each has its "story."

Miss Irene Corbally, of the CHINA PRESS *staff has set out to learn and tell the "story" of each of these intrepid vessels. A series of articles written by her will appear daily in* THE CHINA PRESS *during the stay of the destroyer fleet here. Every Navy man and everyone in Shanghai who has a real love of the sea in his heart will want these stories, not only to read, but to keep and send home. Arrangements to obtain extra copies of* THE CHINA PRESS *during the next ten days while these articles are appearing should be made in advance. Telephone Central 671, Circulation Department, or order by chit.*

"The worries of today are the jokes of tomorrow," This is not a semi-doleful Pollyannistic cogitation of the head of the house at hair-parting time as he surveys the comb with its evidence of his rapidly disappearing locks and half wishes they'd all come out at once so as to leave him comfortably smooth-domed and ready to laugh at his baldpated fate. It is, rather, a line from the jolly, horse-sense philosophy of Commander F. H. Poteet, who has been in the American navy 23 years and ought to know.

Before I went over on the "Rathburne," flagship of the 12th division of the American destroyer squadron now in port in Shanghai, my mental state could have been expressively captioned "assorted worries." Today, after sashaying from the "Zane" to the "Rathburne" alongside, and back again, absorbing Commander Poteet's Missouri born and navy bred philosophy, and running into three or four of the junior officers who represent as many reasons why the navy uniform is still the most successful short-cut to the soft-breathed "yes" that is the period end quotes on matrimonial declarations, I've changed the title.

Interviewing the navy, until one has done it, is an assignment that makes a poor girl trying to get along wish she had been born into the safety razor sex. Before. Not after.

The gobs I have met have always said "sir" and "ma'm;" in the homes of friends, where I have been permitted to peruse the after-the-armistice-honorable discharges from the navy, I have been impressed with the importance of ratings and comments on such common or garden varieties of virtue as obedience and sobriety. The signs have seemed to point to a discipline that makes strong men meek and outsiders weak from contact with the powers that rule.

A SCHOOL IN DEMOCRACY

The American navy today, however, is several degrees and minutes of latitude and longitude away from the original calculations I made. In the first place, it is a most efficient school for mental and physical development; secondly, it is more than a school, more than a combined method of seeing the world, serving the nation and earning a salary. It is a mutual admiration and respect society in which the elements of pure democracy are found in the treatment of men by officers as they meet on the common ground of service.

This article, today, is not so much the story of the discovered personality of the two ships I have been on, the "Rathburne" and the "Zane" as it is of the make-up of the officers who have been trained in two schools, the academy for the technical side and the school of experience for the human side, to enable them to practice in the navy school. It is this two-fold training of the officers and communicated by them to their men that makes every gob proud of his ship and makes every ship different.

Under Commander Poteet, who, perhaps because he came from Missouri and has remained true to that state's tradition by always wanting to "know" why things are done a certain way in a staff of regular fellows. Commander Poteet is no amateur in courage or experience with men; he has rushed a hill during an insurrection in Guatemala, with black men by the hundreds ready to fall on a handful of 60 Americans; he has commanded the President's yacht in placid waters and peaceful times and he has, through his work as director of navy publicity during the navy advertising campaign two

(Continued on Page 8)

SCHUHL QUITS HIS POST AS COMMISSIONER

N. E. Lurton, Late U. S. Marshal, Now Presiding Officer Of American Court

Mr. F. J. Schuhl who has held the post of United States Commissioner for the past three years announced briefly yesterday at the conclusion of yesterday's hearing of his court that his resignation, handed in some weeks ago, had been accepted by the Department of State, and in making this announcement he said that Mr. Nelson E. Lurton who until recently has served as United States Marshal has been named to fill the position. Mr. Lurton therefore becomes presiding officer of this court, at present the only American court in China, and begins his duties forthwith.

Present in court when the announcement was made were Mr. Lurton, Mr. L. G. Husar, lately appointed United States District Attorney for China, Major C. P. Holcomb, former United States District

(Continued on Page 4)

EIGHT AMERICAN SAILORS MISSING AT VLADIVOSTOK

Members Of Crew Of The New Orleans Lost, Fear

Navy radio reports received here yesterday carried the names of five of the eight American sailors from the United States cruiser New Orleans, who are believed to have been drowned in a sailing mishap on Amur Bay. The men have been missing since last Sunday, when they started across the bay in a small boat.

The names of five of the eight missing men, as carried by the naval radio are:

Silvia, gunner's mate.
Brown, seaman first class.
Gunn, seaman first class.
Free, seaman, first class.
Dodd, mail orderly.

A brother of Seaman Gunn is a sailor on Destroyer No. 209 now in port here.

(China Press Service)

Vladivostok, June 9.—Eight American sailors from the United States cruiser New Orleans are feared to have been drowned in a sailing mishap in Amur Bay. They have been missing since last Sunday when they set out across the bay in a small boat.

Captain Owens, the ship's commander, has ordered out search parties and is conducting an investigation.

Harding Unveils Washington Statue

(China Press Service)

Princeton, N. J. June 9.—President Warren G. Harding, in unveiling the monument commemorating Washington's victorious Princeton and Trenton campaigns here today paid a great tribute to Washington's genius for gaining the love and undying devotion of all his following in the Continental army.

"The real monument to George Washington's patriotism rears itself in the institution of liberty and representative government which is now before the vision of all mankind," President Harding declared.

Later, in accepting the degree of Doctor of Laws from Princeton University, President Harding said "I can think of no more appropriate message to Princeton than the expression of hope that it will live up to its opportunities in the future as patriotically as it has done in the past".

President Harding stayed at Senator Frelinghusen's home in Sommerville last night and played golf in the afternoon with Speaker Gillete of the House of Representatives, and Senators Edge and Frelinghusen of New Jersey.

Bankers Abandon German Loan Task

(Reuter's Service)

Paris, June 9.—The International Bankers' Committee this afternoon resolved that no decision could be taken in view of the present circumstances regarding the raising of an international loan to cover Germany's reparation payments. The Committee therefore adjourned for three months, after which it will resume the discussion.

WU'S AGENTS CONFIDENT LI WILL ACCEPT PRESIDENCY

Representatives Leave Peking For Paotingfu

TUCHUNS SILENT

Members Of Old Parliament To Meet Tomorrow

BY JOSEF W. HALL
Staff Correspondent the China Press

Tientsin, June 10.—Wu Pei-fu's representatives left today for Paotingfu, confident that events of the next two or three days will culminate in the assumption of the presidency by Li Yuan-hung, notwithstanding the fact that the former president has veered again to an insistence upon his demand for the abolition of the tuchuns. Support for his program, from others than the Chihli faction, is not yet forthcoming, and the nope that Canton will come to his aid as long as Dr. Sun's influence is predominate is vanishing

The belief persists, however, that other sections will come around, and there is a possibility that even Chang Tso-lin will declare in favor of Li's program.

In the meantime the members of the old parliament are moving to Peking, where their first meeting is scheduled for next Monday. No word has yet been received from the members in Shanghai, who hold the balance in numbers as between Peking and Canton, but the speakers of the two houses are confident they will dribble this way, attracted by the aspect of actual parliamentary operation.

BY JOSEF W. HALL

Tientsin, June 7.—The first reply to President Li Yuan-hung's circular telegram was received at six o'clock this afternoon from Paotingfu. Generals Wu Pei-fu and Tsao Kun, in a brief despatch, stated that President Li's logic had deeply impressed them; that insofar as they had had time to study his program they were able to pledge their whole hearted endorsement.

The abolition of the Tuchunate is, they said, admitted on all sides to be an absolute requisite to political reform and material progress in China and they professed their willingness to resign their positions as High Inspecting Commissioners in accordance with President Li's demand. The reply took a practical turn in urging Li Yuan-hung to no longer delay his assumption of the Presidency but to proceed to Peking and issue the mandates required for the execution of his program, which the two Supertuchuns promised to obey.

TRUSTS GENERAL WU

On the receipt of this despatch President Li again expressed his conviction of the sincerity of General Wu Pei-fu. It is evident that he is not so ready to place reliance on the word of other military men. Li Yuan-hung realises that it is the support of General Wu upon which he must rely to make his scheme anything more than a prestige giving literary essay.

With the arrival of five Cabinet Ministers and a Vice-Minister in Tientsin today to discuss with Li Yuan-hung the prospects for the execution of his program and to urge his assumption of the Presidency, Tientsin presents the aspect of the seat of government. Minister of Communications Kao En-hung, who since his recent visit to Tientsin has been in Paotingfu, Minister of Finance, Tung Kang, Minister of Navy, Admiral Sah Chen-ping, Acting Minister of Justice Low En-kan and Vice Minister of Foreign Affairs Sheng, arrived from Peking at four o'clock this afternoon. With Minister of Foreign Affairs W. W. Yen, who arrived from Shanghai today, they proceeded immediately to President Li's

residence in the British Concession but were requested to return for an audience tomorrow morning.

Those who are endeavoring to bring to a successful culmination the plan for the re-establishment of constitutional government are urging that General Wu Pei-fu make an early visit to Tientsin. They believe that Wu's personality would be reassuring to President Li, who, has never met the military hero and that as a result of an informal conference between the two leaders Li would resume office, relying on the obedience of Wu Pei-fu to his mandates.

WU'S HARD TASK

It appears that Wu Pei-fu must take a position as the responsible military head of the entire nation. Some of his associates think that in spite of his statements he would, if necessary, accept the Ministership of War provided he were assured that it would not be necessary for him to spend his time in Peking. If the Ministry of War is to be made the supreme military authority of the country, as President Li's telegram demands, it is difficult to see how the portfolio can be given to anyone other than General Wu Pei-fu, or how Wu Pei-fu can be made the Commander-in-Chief or Acting Field Marshal of the nation's armies under a Ministry headed by another man.

The Tuchuns are not daring to openly do other than endorse President Li's pronouncement General Wu's assistance in the execution of Li's policy and particularly his acceptance of office under Li would have the effect of immediately uniting against him all the Tuchuns who themselves have no hope of high office in return for their present position. The task devolving upon Wu Pei-fu is not a simple one and he may have considerable more fighting to do if he undertakes it.

DANGER IS SEEN

Foreign circles in Peking are said to entertain some fears that the drastic abolition of the Tuchunate might arouse some disorder among soldiers in the provinces who would be unwilling to see their Tuchuns leave without paying their arrears. This danger would hardly exist among the armies of the Chihli faction, the troops of which look to Wu Pei-fu rather than to their various Tuchuns. Although Wu Pei-fu's amies have not been paid for several months morale is excellent, and the men are willing to trust indefinitely their victorious commander. The most danger would seem to be in Shantung. But as President Li pointed out in his circular telegram, the troops in the provinces, if continually unpaid, will sooner or later mutiny whether there be Tuchuns or not, and the less money goes to Tuchuns, the more is there likely to be for the troops. What seems to be required is a means of reassuring the troops of defunct Tuchuns that they have been taken over by a capable Ministry of War and that all obligations to them have been assumed by the Ministry. The most effective means for rendering such assurance would be a partial, even though it be a very small, payment, made direct to the troops by the Ministry of War upon the departure of the Tuchuns. Plans are being made by the members of the Cabinet now in Tientsin for the provision of a fund for such a purpose, if matters ever get that far.

(China Press Service)

Tientsin, June 9.—Li Yuan-hung's assumption of the presidency as a solution of the present empasse apparently depends upon General Chen Chiung-ming, whose professions of willingness to co-operate with Wu Pei-fu are now about to be put to a test.

Li Yuan-hung is willing to yield, for the sake of practical politics, on his demand for the immediate abolition of the tuchunal system, and has expressed his willingness to abide by a gradual reduction of the system, provided his program is generally subscribed to in principle. He insists, however, upon some guarantee from a responsible spokesman in the South that the Cantonese will come into the fold.

This puts Chen in a difficult position, as it is doubtful whether he could declare for Li in the face of Dr. Sun's opposition. His failure to do so will greatly strengthen Sun's position, and add to the hopelessness of the prospect for re-unification.

(Kuo Wen News Agency)

Canton, June 8.—General Chiang Tso-ping, leader of the Hupeh Self-Governing forces and a very close friend of Gen. Li Yuan-hung, has telegraphed to General Li Yuan-hung urging him not to resume the presidency.

(Eastern News Agency)

Hankow, June 9.—Advices from Wuchang state that upon hearing the news that General Li Yuan-hung is insisting upon the abolition of Tuchunate and the curtailment of soldiery as conditions for his resumption of Presidency, General Hsiao, Tuchun of Hupeh, is reported to have today wired to General Li, requesting the latter to dismiss the Tuchun of Hupeh to set an example to the other Tuchuns and stating that he (Tuchun Hsiao) is willing to sacrifice himself for the resumption by General Li of Presidency.

(Eastern News Agency)

Hankow, June 9.—According to the rumor prevailing here, General Li Yuan-hung has not yet agreed to resume the Presidency on account of the opposition of Dr. Sun Yat-sen, the uncertainty of the ayes and noes of the faction under General Lu Yung-hsiang, and the secret intrigues of the faction attached to ex-Premier Hsu Shih-chang.

(Dah Tong News Bureau)

Hongkong, June 9.—Having received official information of the capture of Kungnan by the southern troops, the General Command has given orders for the remittance of $30,000, as rewards for the victors.

Southern troops attacked and captured Kianfu and are now attacking the rearguard at Wanan. General Hsiao An-kuo has surrendered and is now fleeing northwards, with the southern troops in pursuit.

(Eastern News Agency)

Hankow, June 9.—General Chang Fu-lai, who is stationed at Yochow, has wired to General Hsiao Yao-nan, Tuchun of Hupeh, warning that inasmuch as Chen Chia-yu and Lu Ti-ping of Hunan are threatening to invade Kiangsi by Dr. Sun Yat-sen's instigation, Tuchun Hsiao is requested to take precautionary measures.

(Kuo Wen News Agency)

Canton, June 8.—General Wang Ta-wei's troops captured Pinghsiang on the 6th instant.

(Eastern News Agency)

Hankow, June 9.—It is expected that General Tsai Cheng-hsun, Commander-in-Chief of the Chihli reinforcements to Kiangsi will arrive here tomorrow. Hu Chien-chung, Commander of the reserve regiment of the 1st Chihli Division, arrived here last night at the head of three infantry companies and one machine-gun company. Hu Chien-chung is ready to proceed to Kiangsi upon the arrival of General Tsai Cheng-hsun.

Li Soon To Visit Peking, Chinese Newspapers Say

(Eastern News Agency)

Peking, June 10.—General Li Yuan-hung has to all appearance once more taken a positive attitude and in consequence Chinese newspapers here have commenced to report that General Li will come to Peking at no distant date. Some papers say that he will arrive here tomorrow. The reason why his attitude is so changeable is, it is reported, due to the fact that General Li is always being greatly moved by surrounding circumstances. For instance, it is because of the strong assertion on the part of General Chen Yi and his faction that General Li has issued a circular telegram, advocating the abolition of Tuchunate.

On the other hand, the fact that he has issued a secret telegram making a considerable concession to the Tuchuns of all provinces proves that he has been influenced by another faction, which is antagonistic to the abolition of Tuchunate, and which consists of General Li's followers, who have a connection with General Wu Pei-fu's faction.

As the followers under General Li Yuan-hung are divided into two parties, so are the members of the Chihli faction divided into two groups, one belonging to General Wu and the other to Marshal Tsao Kun.

While General Wu and his followers are striving to recommend General Li as President, Tsao Kun's followers are contemplating to install Tsao Kun as President pro tempore. It will be seen from the foregoing, therefore, that the Presidential question is extremely complicated.

U. S. Sees China "At Crossroads"

(China Press Service)

Peking, June 9.—The cabinet has received two telegrams on the situation from Chinese legations abroad. One is from Alfred Sze, Chinese Minister to Washington, saying that American public opinion holds that China is now at the cross-roads.

Unless she proceeds to abolish the Tuchunate, disband her excessive troops, and effect the reunification of North and South in order to place the administration on a constructive basis she will be faced with the alternative of Leninism attended with international intervention if internal dissention and chaos be not put to an end.

Chu Chao-hsin, who is now at the head of the Chinese Legation in London during the absence of Dr. Wellington Koo, reports that a proposal has been made by the British merchants to the effect that the customs and salt revenues of the Chinese Government be held tight on account of the failure of the payment of foreign liabilities.

(Reuter Pacific Service)

Peking, June 7.—The Cabinet this morning discussed the proposal brought forward by the Minister of Finance that the revenue of the Peking Octroi, after meeting existing obligations, should be handed over intact to the national treasury instead of being used for the maintenance of the Presidency. This was approved.

(Reuter's Pacific Service)

Peking, June 7.—A number of Mongolian princes led by Prince Tanambuliahiala will shortly proceed to Tientsin to welcome General Li Yuan-hung.

Railway Head Asks For Secret Service

(Chung Mei Service)

Peking, June 7.—Dr. C. C. Wang director general of the Chinese Eastern Railway has requested the Cabinet to continue the secret service men along the railroad because of the present unstable conditions. Because of financial shortage last winter the services were ended by the Cabinet and President. The cost at that time was $2,500 Dr. Wang says the work can be done now for $1,000 a month and that the men should be kept.

The chaotic conditions have been caused largely by mutinies of Chang Tso-lin's troops that were guarding the railway from Harbin to Swentu. Reports reaching Peking today said that Chang Tso-lin had taken over control of the line and that complete order had been restored. The leader of the mutiny had left for Vladivostok the reports said.

NEW COMPANY

(Reuter's Service)

London, June 9.—A capital of £5,000,000 is represented in the engineering and steel amalgamation of Messrs. Bolockow, Vaughan and Company, Limited, steel manufacturers, with Messrs Redpath, Brown and Company, Limited, steel constructional engineers.

A Stepping-Stone to Success

Stenography. Many leaders of industry began as stenographers. It is often a short cut to high confidential positions. You can prepare for this work in your own home. There are 283 I. C. S. Courses. Some of them are listed below.

Our office is open between 7 and 9 p.m. on Mondays, Wednesdays and Fridays for the convenience of all who are interested in I. C. S. Training.

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Please send me information about the Course I have marked below.

ENGINEERING:	BUSINESS:	Architecture
Civil	Management	Drafting
Concrete	Banking	Illustrating
Electrical	Stenography	Navigation
Chemical	Bookkeeping	Gas Engines
Marine	Accounting	Farming
Steam	Foreign Trade	Plumbing
Mechanical	Advertising	Cotton Spinning
Mining	Salesmanship	Cartooning

Name .....
Address .....

Welch's
THE NATIONAL DRINK

PRESSED, bottled and hermetically sealed within twenty-four hours after the grapes have been carefully selected from North America's fruitful vineyards—Welch's Grape Juice comes to you a luscious and invigorating beverage.

Serve Welch's "straight", if you wish. Or delightfully diluted with plain or aerated water. So cooling, so refreshing, so soothing to tired nerves.

Buy it by the case or bottle of your dealer. Or at all clubs and cafes.

Agents:
Muller & Phipps (China) Ltd.
1B Jinkee Road, Shanghai
THE WELCH GRAPE JUICE COMPANY
Westfield, N. Y. U. S. A.
6

LANE, CRAWFORD & CO., LTD.

ANNUAL SUMMER SALE

Bargains may be secured in the Drapery, Millinery, Men's Outfitting and Furnishing departments.

STILL PROCEEDING

LANE, CRAWFORD & CO., LTD.

Glover's Dog Medicines

Book on "Dog Diseases, their Cure and How to Feed" mailed free to any address.

H. Clay Glover Co., Inc.
127 West 24th St., New York, U.S.A.

Muller & Phipps (China) Ltd.
Shanghai

THE AMERICAN-ORIENTAL BANKING CORPORATION

The Price of Wealth

"To be quicker of brain than the average man, to possess the rare gift of imagination, to be willing to work while others play, to sit up and think while others lie down and sleep, to go to bed late and to get up early, to spare, to save, to sacrifice personal pleasures to a given aim—that is, in general (violence and robbery apart), the origin and breeding ground of the class called Capitalist and the condition called Wealth."—Hall Caine.

The American-Oriental Banking Corporation is ever at the service of him who wishes to achieve financial success and is willing TO PAY THE PRICE.

THE
American-Oriental Banking Corporation.
15 NANKING ROAD.

The Select Place To Dine Is The Point Hotel

SUNDAY ORDERS
ARE OUR SPECIALTY
CALIFORNIA PHARMACY
155 Avenue Joffre Central 1805

For Sale:

Foreign Detached Residences

No. 34 Seymour Road, 9 Living rooms, Bathrooms, Kitchen with built in Range ample Servants' Quarters, etc., standing on Mow 1.583 of land.

No. 33 Seymour Road, 12 Living rooms, Bathrooms, Kitchen with built in Range, Garage ample Servants' Quarters, etc., standing on Mow 2.168 of land.

For further particulars, apply to

China Realty Co., Ltd.
24 Kiangse Road, Shanghai.

The Crown Prince's Memoirs

—a startling confession of the ex-Crown Prince of Germany's part in the Great War, written by the exile in Holland himself, begins in

The Evening Star

tomorrow afternoon on sale at 4:30 every afternoon or Phone C. 671

P. S. and all the news of the day as well

ASIA LIFE INSURANCE COMPANY
EVERLASTING AS THE HIMALAYAS
INCORPORATED

A copy of our prospectus will be sent to you on request.

JUST BETWEEN OURSELVES.

(No. 6 of a series)

"I have all the life insurance I want."

"LET us see. Your salary is six thousand dollars a year. You carry ten thousand dollars insurance, and you say that it is all you want. If you had a building worth a hundred thousand dollars, and if it were bringing you an income of six thousand dollars a year net, how much fire insurance would you carry on it? You wouldn't be satisfied with ten thousand dollars, would you? You would take a hundred thousand dollars if you could get it but you probably couldn't get over eighty thousand dollars. Then don't be satisfied with ten thousand dollars life insurance, for the situations are exactly alike."

ASIA LIFE INSURANCE COMPANY, INC.

OPERATING UNDER AMERICAN CHARTER.
MAIN OFFICE:
15 NANKING ROAD, SHANGHAI.

Authorized Capital: G$500,000
Capital and Surplus paid in: G$150,000

BRANCH OFFICES: CANTON, Victoria Bldg. Shameen; HANKOW, 1 Tungting Road; PEKING, 144 Hatamen St.

Agencies in Principal Cities throughout China.

WEEKS & CO., LTD.

MEN'S OUTFITTING DEPARTMENT

ANNUAL SALE
OF
SUMMER STOCKS

COMMENCES:

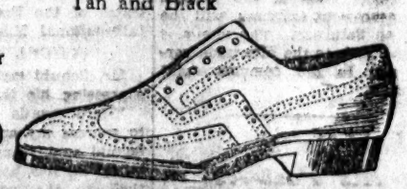
TOMORROW MONDAY 12th JUNE

GENTLEMEN'S HIGH CLASS OUTFITTING GOODS AT REMARKABLY LOW PRICES

MEN'S
Handkerchiefs
Neat Coloured Borders
Usually $5.50 doz.
Sale Price
$3.00 doz.

MEN'S FAWN WATER PROOFS
Usually $35 00 each
Sale Price **$15.00** each

MEN'S REGAL SHOES
Tan and Black
Usually
$17.50 pair
Sale Price
$10.00
pair



MEN'S PANAMAS
(Folding)
Usual $15.00 each
Sale Price **$10.00** each

MEN'S NAVY BLUE BATHING SUITS

Usual Price	Sale Price
$5.50, $7.50	$3.50, $4.50

White Cotton "CELLULAR"
by the yard.
Usually **$1.75** per yard
Sale Price
$1.00 per yard

Men's Regal Boots
Tan & Black
Usually
$21.00 pair
Sale Price
$12.50 pair

Men's Lisle Thread Socks
Plain Colours
Usual $1.50 pair
Sale Price **$1.00** pair

Sale Still Proceeding In The Drapery, Millinery, General and Furnishing Departments.

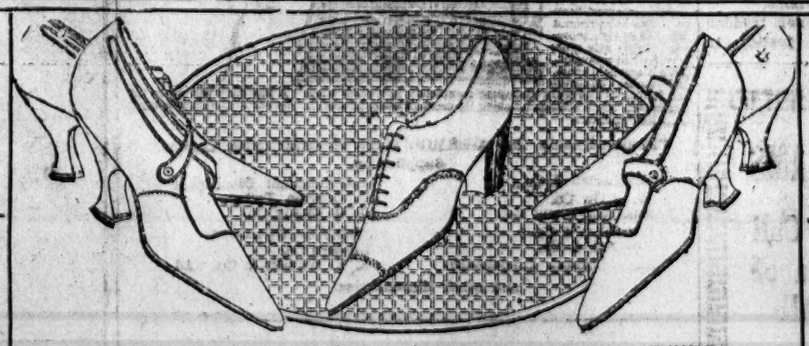
"AYRE'S" Championship Tennis Balls
Will wear longer than
any other Ball produced
Sale Price **$12.75** dozen

NEW IMITATION GILLETTE RAZORS
with 3 genuine Gillette Blades in nickel Box
Sale Price **$3.75**

AUTO STROP SAFETY RAZORS
Set, consists of 6 Blades and Strop complete in Box
Sale Price **$2.50** Box

White Mountain Ice Cream Freezers
The best make

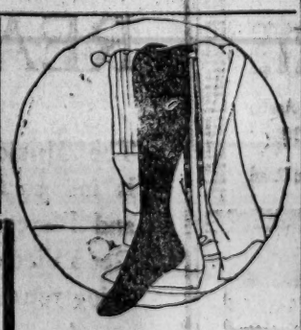
2 quart size Sale Price $ 9.75	4 quart size Sale Price $16.50
3 quart size Sale Price $12.50	10 quart size Sale Price $37.00



LADIES WHITE SHOES. SPECIAL OFFER FOR ONE WEEK ONLY. Commencing Monday 12th we are offering our complete stock of ladies white Shoes at a discount of 10% off SALE PRICES.

COTTON JERSEY CLOTH
The new material in Mauve, Pink Blue, Putty and white.
Reduced from $6.00 per yard
To **$1.50** per yard

MILLINERY DEPARTMENT
The entire Stock of millinery and Trimmings will be offered at specially reduced prices to clear.



SILK STOCKINGS
In Tan and Grey only
Sale price **$1.20** per pair

SPECIAL REDUCTION
"GODDARDS"
Portable Hammock Beds complete with canopy
Sale Price **$15.00** each

GOLD MEDAL CAMP COTS
Sale Price **$9.50** each

Plain Brown Battleship Linoleum
Sale Place **$5.25** per square yard

ART SERGE 50 INS. WIDE
Blue, Green, Brown and Red
Sale Price **$2.00** yard

WEEKS & CO., LTD.

SHANGHAI AND HANKOW

GARDEN PARTY IS TRIUMPH FOR WOMAN'S CLUB

American Women End Social Season With Affair At Home Of Mrs. Raven

As a concluding social event of the season the garden party of the American Woman's Club yesterday proved in every respect a fitting finale to a year of social activity which has written an unusually brilliant page in the records of the club. The affair was held at the home of Mrs. F. J. Raven, retiring president, on Avenue Joffre.

In the receiving line were Mesdames Raven, E. S. Cunningham, M. F. Perkins, H. A. Wilbur, W. H. Lunt, Strauss, and Dr. Anne Walter Fearn, president-elect of the club. Arrangements had been made by the club's social committee, of which Mrs. V. G. Lyman is chairman, and a special committee on arrangements composed of Mesdames R. G. Loehr, James Macbeth, H. Finkelstein, Philip Giovannini, and Blechynden.

A delightful musical program was provided by an orchestra composed of American sailors from the ships now in port, and tennis was played.

In addition to the members of the American Woman's Club, officers of the British Women's Association attended as guests of honor.

Dutch Advocate Rubber Restriction

(Reuter's Service)

Batavia, June 9.—M. Heifferich, a director of the Straits Scindia Syndicate of Batavia, interviewed here today, strongly supported the restriction and stabilisation of the rubber output through co-operation under Government control. M. Heifferich advocated three separate co-operating pools for Malaya, the Dutch Indies and Ceylon as selling organisations with authority to stop tapping on estates, showing a very high cost, within their separate spheres. Such estates would, however, remain members of the pools and share the profits. He declared that these proposals would result in a simultaneous decrease in production and average costs.

Promotions Near For U. S. Navy Men

(China Press Service)

Washington, June 9.—Seven new Rear-Admirals, twenty-one captains and forty-four commanders will be selected by the Board Selection for promotions. The personnel of the board as announced by the Navy Department today, follows:

The Board will be composed of Admirals Hillary P. Jones and E. W. Eberly, Vice-Admiral J. D. McDonald, Rear Admirals H. K. Wilson, S. S. Robinson, C. F. Hughes, W. V. Pratt and W. W. Nultion. No intimation has been given as to those to whom the rear-admiralships will fall.

Tientsin-Peiteiho Railway Line Open

Louis Ladow, of the Carlton Cafe, received a telegram from Tientsin yesterday stating that the railway from Tientsin to Peiteiho, which has been closed since the outbreak of hostilities in the North, will be opened to traffic tomorrow morning, and that a train will leave Tientsin for the famous summer resort every morning at 9:30.

This information will be welcomed by Shanghai residents who have been planning to go to Peiteiho for the summer, but who have delayed their trip because of the uncertainty of travel north of Tientsin.

B.W.A. Committee To Stage 'At Home'

The chairman and executive committee of the British Women's Association will be "At Home" on Wednesday, June 21, from 4:30 to 7 in the garden of 501, Avenue Haig (by kind permission of the sports section) to all members of the association, when there will be music and tennis. In view of the difficulty of circularising such large numbers, members are asked to apply for invitation to the secretaries of the B.W.A. at 9, Kiukiang Road, as soon as possible. Members wishing to bring their husbands or a man friend are invited to notify the secretaries.

Chamberlain's Colic and Diarrhoea Remedy.

Every family should keep this preparation at hand during the hot of the summer months. It is almost sure to be needed, and when that time comes, is worth many times its cost. Buy it now.

Sold everywhere

MUTT & JEFF

(Copyright 1922 By H. C. Fisher, Trade Mark Reg. U. S. Pat. Off.)

Jeff Boiled Down His Answer

By Bud Fisher

JEFF, I WAS UNDER THE IMPRESSION YOU WERE GOING TO THE PICNIC TODAY.
NO, MUTT, I AIN'T GOING!
YOU MUST NOT SAY, "I AIN'T GOING."
BUT I AIN'T GOING!
THAT'S AWFUL GRAMMAR! I'LL GIVE YOU A LITTLE LESSON AND SET YOU RIGHT. IT GOES LIKE THIS:— "YOU ARE NOT GOING."
HE IS NOT GOING. WE ARE NOT GOING. THEY ARE NOT GOING. NOW, CAN YOU SAY ALL OF THAT, JEFF?
SURE!
?
THERE AIN'T NOBODY GOING!

News Brevities

Mr. A. T. Harr of the Standard Oil Company and family left Friday night on the s.s. Tungchow for Tientsin.

• • •

The Rev. W. E. Souter, general secretary of the National Bible Society of Scotland will preach a special Rotarian service at the Columbia Country Club (Community Church) today morning at 11 o'clock.

• • •

A farewell tea to Dr. and Mrs. Luther Freeman will be given on next Saturday at the home of Mr. and Mrs. F. J. Raven by the members of the congregation of the Community Church. Dr Freeman will preach his farewell sermon a week from today.

• • •

The regular monthly meeting of the Woman's Auxiliary of the Community Church will be held at the home of Mrs. Crane, 68 Avenue Dubail at 2 o'clock tomorrow.

• • •

In connection with St. John's Pro-Cathedral, Jessfield, an English-speaking branch of the Woman's Auxiliary has recently been formed. All women who are interested will be welcome tomorrow at the home of Mrs. J. W. Nichols, St. John's University, Jessfield. Work on hospital dressings begins at two o'clock; the regular meeting is at half-past four.

• • •

The steamer "Chu San," built for the Chusan Steamship Company, Limited, will be launched at the Pootung yards of the Shanghai Dock and Engineering Company, Ltd., on tomorrow at 3:30 p.m. A special tender will leave the Municipal landing stage adjoining the Customs jetty at 3 p.m.

• • •

Mrs. Carl Crow was given a warning by United States Commissioner F. J. Schuhl this morning for parking her car too far from the curb near Sincere's just before the noon hour on June 5. Police testified that Mrs. Crow had left her car almost in the middle of the street and that it was an obstruction to traffic. Mrs Crow asserted someone had moved her car from where she had originally parked it and had damaged the car in doing so. She was warned to be more careful in the future.

• • •

Hardware duty will be the principal item of discussion at the next meeting of the Tariff revision Commission to be held at the Chinese Chamber of Commerce on Tuesday

• • •

Two moneyless seamen were brought before U. S. Commissioner F. J. Schuhl yesterday, and ordered held in custody until the Consulate could return them to the United States. One, a seaman named Furlong, was charged with soliciting alms from American bluejackets on Broadway, and admitted he had no funds. He was ordered held in custody until he could get a ship out. Another seaman was sent home sometime ago but left the ship in Japan and returned to Shanghai. The Consulate has since received a letter from his people requesting information and he will also be held in custody and sent back to America.

Leo Podolsky, the pianist, has just accepted a position offered him of the Professorship at the Imperial Academy of Music in Tokio. Mr. Podolsky is on a concert tour with Miss Anna El-Tour (soprano) and Miss Mirova (classical dancer) having given 100 concerts in India, Ceylon, Burmah and Baluchistan. They have also given 26 concerts in Sumatra, and are at present in Batavia where they will remain until the middle of August. In September, they intend to give a few concerts here, after which Mr. Podolsky will leave for Japan to take up his new position. From press critics received, these artists have met with very great successes.

• • •

The Shanghai College will hold a beccalaureate service for the graduating class this afternoon at 3 p.m. The Rev. Doctor E. M. Poteat will preach the sermon. This will be by far the largest graduating class of the college. Commencement exercises will be held on Saturday. The public is invited both to the afternoon service and to the commencement exercises.

Schuhl Quits His Post As Commissioner

(Continued from Page 1)

Attorney, Mr. Stirling Fessenden, Dean of the American Bar in Shanghai, and Messrs. R. T. Bryan, John Schoenfeld, L. W. Hartigan, and P. F. Faison.

HOLCOMB SPEAKS

Following Mr. Schuhl's announcement Major Holcomb as Chairman of the American Bar Association and spokesman for that body addressed the court. He spoke as follows:

"The public always takes either pride or the reverse in the actions of a Judge, "Major Holcomb said," and it has been my pleasure practicing in this court and as District Attorney to know that your honor's decisions have always been as fair and impartial as is humanly possible, and that they have been favorably commented upon many times.

"The poor and down trodden have always found justice in your court. The more intelligent and richer member of society who has come before you has been held to a more strict accountability — which is true justice. The Chinese officials are also extremely gratified at the splendid manner in which you have conducted this court.

"Despite the fact that you have been officiating for three years there has never been an appeal from any of your judgments, and I am glad to welcome as your successor a man of Mr. Nelson E. Lurton's qualifications. It is with sincere regard that I present to you, on behalf of the American Bar, this silver loving cup."

Major Holcomb then made a presentation of a handsome silver loving cup suitably engraved, and scrolls were presented Mr. Schuhl on behalf of Mr. Hsu Yuen, Commissioner for Foreign Affairs, and the Senior Magistrates of the French Mixed and International Mixed courts.

SCHUHL REPLIES

Mr. Schuhl made a brief reply expressing his thanks.

"Mere words are inadequate to express my appreciation," Mr. Schuhl said. "Any success I may have had has been possible only through the whole hearted co-operation of the members of the American bar and it is with pleasure that I leave this bench to become even more closely allied with the bar."

Mr. Schuhl will enter partnership with Mr. John B. Schoenfeld tomorrow with offices at 112 Szechuen Road under the firm name of Schuhl & Schoenfeld. Mr. Schoenfeld has practiced law for seventeen years and since his arrival in Shanghai has been with the firm of Fessenden & Holcomb. During the war he was a Commander in the United States navy.

LETTER FROM CHAMBER

The American Chamber of Commerce sent Mr. Schuhl the following letter today:

Dear Mr. Schuhl:

At a general meeting of this Chamber held on June 8th at the Union Club a resolution was unanimously passed to convey to you the sincere regret of this Chamber that you have decided to resign from the office of Judge of the United States Consular Court in Shanghai, an office which you have held for nearly three years.

The Chamber instructs me to convey to you an expression of their high appreciation of the manner in which you have conducted the business of the Court and the justice which you have dispensed as upholding the best of American traditions.

I have pleasure in also informing you that I have been further instructed to forward a letter of similar purport to the Honorable Edwin S. Cunningham, American Consul General, Shanghai, China.

With best wishes, I remain,

Sincerely yours,

D. J. LEWIS,

Secretary.

BANQUE PROPOSAL

(Reuter's Service)

Paris, June 10.—In connection with the proposed reconstruction of the Banque Industrielle de Chine it has been suggested that the capital should be 10,000,000 francs of which one quarter should be subscribed at first.

The principal credit banks are completely in support of the creation of this capital.

BANK

Tailor Is Held For Murder Of Chinese

A tailor named Kya Saung-zing has been arrested by the police in connection with the death of a Chinese named Lee Kyung-yoong, who died at the Shantung Road Hospital Friday night as a result of injuries received in the course of a fight during the afternoon. According to reports reaching the police the slain man had engaged in an argument with the tailor over the price of food which he had delivered at the latter's shop at 230 Hankow Road. The tailor will be charged in the Mixed Court.

DON'T MISS THIS CHANCE

OUR SALE ENDS ON WEDNESDAY, JUNE 14th

We offer a special discount of 20% on our beautiful HAND-MADE LACES, EMBROIDERIES AND LADIES LINGERIE.

CHARLE & CO., F.93 Bubbling Well Rd. Opp. Race Course.

Phone C. 5634

ICE CREAMS

You Will Call the Cream of Them All

Ice Creams, Sodas, Drinks, Fancy Sundaes.

SUGARIE

Next door to The Apollo

Phone N. 2988

58 North Szechuen Road

P527 NANKING ROAD PHONE C. 7097

PURE DRUGS PROMPT SERVICE

If you have a COUGH or COLD WHICH you can NOT get RID of, TRY

WHITE PINE WILD CHERRY & TAR COUGH SYRUP

it will DO the work When others fail.

small	medium	large
.50	1.00	1.35

THE EAGLE DRUG COMPANY, INC.

Germol Makes Scalp Hold Hair Tight

No More Falling Hair, Dandruff or Itching Scalp. It Will Surprise You.

Do you worry and wonder every morning how long it will take before you are almost entirely bald? Just try this plan. Use the new discovery, GERMOL, for a few days, and then try to see how many hair strands you can pull out of your scalp, with your comb. You will be amazed at the result. GERMOL gives such remarkable vigor to the hair roots that the root sacs grip every hair strand firmly. The hairs cannot fall. GERMOL, moreover, makes hair grow in wonderful profusion, fills out any bald spots, and makes dandruff and itching of the scalp disappear completely in a short time. A few days will prove this statement. GERMOL is amazing its users all over the world. Be one of the great army to stop hair troubles.

"Prepared only by 'GERMOL' HAIR SPECIALISTS, London."

Supplied by

Mactavish & Co., Wing On Co., American Drug Co., Llewellyn & Co., Grenard & Co., Anglo-Chinese Dispensary., International Dispensary, P. O'Brien Twigg., J. D. Chang Co., Shanghai Dispensary, Sincere Co., A. S. Watson & Co., Ltd., and other dispensaries.

REAL MUSIC

The Music you hear on the Victrola is just as Real as though the Singers and Players were actually before you. Get a Victrola and Victor records and enjoy your favourite music at will.

A complete line of models to select from.

S. Moutrie & Co., Ltd.

Exclusive Distributors

Chesterfield

CIGARETTES

of finest Turkish and American tobaccos—blended

Taste is a matter of tobacco quality

We state it as our honest belief that the tobaccos used in Chesterfield are of finer quality (and hence of better taste) than in any other cigarette at the price.

Liggett & Myers Tobacco Co. U. S. A.

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

Wonderful Economy Prices at Whiteaway's in Ladies' Model Frocks, Blouses and Millinery

From JUNE 12th to SATURDAY JUNE 17th

We Offer the Remainder of our Stocks Imported This Season

AT A SPECIAL DISCOUNT OF 25% OFF MARKED PRICES

No. 1 **White Organdie Frock** Trimmed Lace and insertion round neck, short sleeves, Frilled panel sides.
Usual $22 50. Special Price **$17.90.**

No 2 **Smart lemon Voile, frock.** finest quality Tucked skirt, black ribbon belt.
Usual $32.50 Special Price **$24.40**

No. 3 **Lemon Voile Frock.** black spot design, waist Sash of self material piped with black.
Usual $25 50 Special Price **$19.15**

No. 4 **Dainty Cream Net Robe Suitable For Semi Evening Wear,** Back of fine lace, sides trimmed frills, cerese belt.
Usual $45.50 Special Price **$35.20**

No. 5 **Pretty Afternoon Frock** of Cotton georgette, Old rose, embroidered white.
Usual $41.50 Special Price **$31.40**

No. 6 **Neat frock of Pink Voile,** Round neck, waist band and hem of skirt peaked in white.
Usual $23.50 Special Price **$17.65**

No. 7 **Special Value Viole frock In sky Blue** with roll collar, trimmed white ball buttons Usual $18.50 **Special Price $13.95**

No. 9 **Pretty Morning Frock** of roman satin in figured designs of pink, sky, fawn
Usual $10.50 **Special Price $7.90**

No. 10 **Smart Zephyr Frocks** in a large choice of stripes and checks
Usual $13.50 **Special Price $10.15**

No. 36 **French Hat** of silk georgette lemon colour, trimmed electric blue ribbon and flowers.
Usual $24.50 **Special Price $18.40**

No 73 **Charming Model Hat,** Pale blue georgette with rouched brim. trimmed of flowers.
Usual $29.50 **Special Price $22 15**

No. 38 **French Model Hat** of brown georgette with streamers of tangerine ribbon, trimmed flowers.
Usual $35.50 **Special Price $26.65**

No. 39 **Lace Brimmed Hat** with silk crown, trimmed small ostrich tips in self grey colour.
Usual $35.50 **Special Price $26.65**

SPECIAL

150 only frocks all of newest styles in voile white & colours

SPECIAL OFFER **$7.50**

No. 11 **Smart Morning Frocks** of Striped Cotton Crepe, piped with contrasting colours.
Usual Price $6 50 **Special Price $84.90**

No. 12 **Cheap Voile Frocks** Smart style, embroidered Bodice, in Saxe and Lemon only.
Usual Price $17.50 **Special Price $13.15**

No. 13 **Charming Afternoon Frocks** fine Voile in a mauve check, trimmed with white voile.
Usual Price $31.50 **Special Price $23.65**

No. 30 **Cotton Crepe and Zephyr Jumpers** in navy, mauve, Sky and Pink checks and stripes.
Special Offer
Usual Price $2.25 **Special Price $1.80**

No. 32 **Smart White Voile Blouses** with cross over front, trimmed embroidery.
Usual Price $7.50 **Special Price $5.65**

No. 33 **Special Value White Lawn Blouses** Irish hand embroidered a few only left.
Usual Price $2.95 **Special Price $2.25**

No 34 **Dainty Voile Blouses in White only,** revere trimmed fine lace, embroidered.
Usual Price $3.50 **Special Price $6.40**

No. 14 **Dainty Afternoon Frock** of Floral Voile, Fawn and Saxe colouring trimmed taffeta.
Usual Price $36.50 **Special Price $27.40**

No. 15 **Sponge Cloth Frocks** Plain styles Suitable for Tennis Wear.
Saxe, Rose and White
Usual Price $25.50 **Special Price $19.15**

No. 16 **White Pique Frocks** For morning wear, Plain straight shape
Very Special Value
Usual Price $13.50 **Special Price $10.15**

No. 17. **Very Smart Voile Frocks** in white only, trimmed fine lace and pin tucks.
6 Only in Stock Various Styles
Usual Price $31.50 **Special Price $23.65**

No. 18 **Figured Voile Gown** long sleeves trimmed black taffeta
Suitable for Matron
Usual Price $19.50 **Special Price $14.60**

Charming Evening Gown of Pale Pink Silk Georgette skirt trimmed silk fringe
Special Paris Model
Usual Price $85.00 **Special Price $63.75**

No. 40 **Ladies Dust Coats** Made of fine quality Shantung Silk, trimmed silk braid
Usual price $37.50 Special price **$28.35**

No. 41 **Smart Evening Cloaks** English satin and cloth Saxe, Lemon, Rose, Grey.
Usual prices $47.50 49 50 62 50
Special prices **$35.65 37.35 49.00**

No. 35 **Compare This Value Smart White Muslin Blouses** Embroidered front short sleeves.
Usual price $2.50 Special price **$1.90**

No. 36 **Charming Voile Blouses** Trimmed fine lace and embroidery
Usual price $10.50 Special price **$7.90**

WHITEAWAY, LAIDLAW & COMPANY, LIMITED, SHANGHAI

TERMS CASH — **"WAYLOO CORNER"** — **NO CREDIT**

NANKING ROAD —— SZECHUEN ROAD

Why Not A Hay Fever Association In China?

(Continued from Page 1)

the plant. In several states the victims were sumciently numerous to enforce legislation on the subject. In some places small boys are paid a bonus for each pile of uprooted rag-weed which they can display. What becomes of the boys exposed to such cruel infection is not known, though they probably later become members of the Hayfever Association in more than usually good standing.

It was not long ago that the inoculation system developed. Though argweed and golden-rod are the most popular sneeze factories, other plants can also disrupt banquets and church services. It was also discovered that susceptibilities differ; a man can pass a whole field of golden rod entirely unscathed and then acknowledge the presence of an Easter lily with a salvo that resembles a salute to a flagship when King and Little Casino are on board. Another, who can attend a weeding in a setting of flowering acacia without a sniff, has been known to give a successful imitation of the Halifax disaster when confronted by a basket of roses. Therefore, in order to determine one's special susceptibility, it is necessary to submit to so many inoculations that the victim feels like a walking green-house. First he has an injection of rose-pollen, then a shot of golden-rod, then perhaps a little serum of peach-blossoms, and so on, through the entire seed catalogue. When at last his own proper irritant is discovered, it makes its presence known by a swelling which suggests that a large egg has been slipped under the skin. After that the injections are confined to this one deinty flower alone and a certain amount of relief is sometimes secured.

An injection of rose pollen once a week seems a strange phase of thesopy. We wonder if those so treated can eventually "get the habit", and if over-indulgence would cause thorns to grow instead of finger-nails and would scatter pollen through thair hair instead of dandruff? It is an interesting subject for speculation.

PLENTY OF HAY FEVER

Though we haven't heard that there is such a thing as ragweed in China, we regretfully announce on behalf of the noisy minority that there is such a thing as hay-fever. Also we wish that the sufferers here would establich a Hay-Fever Association, such as they have in America. There is no fellowship in the world as warm and binding as the fellowship between social outcasts. Besides, hay-fever victims should sustain each other in their trials and torments. Only they can understand and sympathise with the feeling of panic which possesses the sufferer who walks into a church wedding and sees the altar banked with his pet aversions, or who takes his place at a dinner-party and notices a sprig of golden-rod curling negligently around his plate. His panic is almost immediately justified by that crinkly sensation just below the bridge of his nose, and he realises that within a few seconds he will make at least a dozen mortal enemies.

Such an association would also be useful in framing a stock reply for those inquiring friends who casually remark, "Got a bad cold, haven't you?", and who, when told the nature of the affliction always add, "What a shame! Is it contagious?" There are times when the sufferer wishes that it was. The association might also inaugurate literary readings with sneezes instead of gestures, although of course any poems dealing with beautiful flowers should be unanimously barred. Table decorations at any of the society's functions should consist of gold-fish and crepe-paper.

It happens that this painful subject yields us just one consoling thought. Before we die, we are going to ask our friends to cover our coffin with heavy garlands of golden-rod. Then, as the last wreath is put into place, we'll come to with a sneeze that would dethrone kings and will continue to live as happily as circumstances permit for many years afterward.

THRONGS SEE CANADA, NEW EMPRESS SHIP

(Continued from Page 1)

English prints which decorate the walls represent an investment of £50,000.

But the refinement and care is not all on the exterior. There is, for example, seven and one-half miles of large piping on board to carry the water and steam supplies. There are seventy-five miles of cable for carrying electric light and heat. A forced air system provides clean, fresh air.

which is changed every three minutes. Provision is made so that in case of accident, every watertight door on the ship can be closed in ten seconds simply by pushing a lever on the bridge. At Liverpool, as a test, every lifeboat aboard was lowered by a stewardess. There is an automatic fire alarm system, which communicates with the bridge from 110 parts of the ship. Throughout, the vessel is equipped with automatic sprinklers. In case of accident, every person aboard ship can be wakened from the bridge in a few seconds. There is an emergency dynamo on the top deck, which will provide light and the power to lower the life boats in case the engine room is flooded or otherwise put out of commission.

The arrangements for the inspection and tea yesterday were arranged with a degree of perfection which is a credit to Mr. A. H. Tessier, general passenger agent for the Canadian Pacific here. Tenders left the Customs Jetty at two and three o'clock and returned after a stay of an hour at the liner.

SAILS FOR YOKOHAMA

At 5 o'clock, the tender Alexandra, with outgoing passengers, left the Customs Jetty, and shortly after its arrival off Woosung, the Empress pulled anchor for Yokohama. It is expected that Captain Haley, who is a veteran Pacific sea captain and was formerly in command of the Empress of Asia, will establish a new record for crossing the Pacific on this trip, as no stop will be made at Kobe. Vancouver, it is thought, will be reached on June 23, making the trip from Shanghai in less than 13 days. It is believed that a new record will also be set for the run from Yokohama to Vancouver.

The Empress has a full passenger list, more than 200 going out from Shanghai alone. The list of arriving passengers on the Empress from Hongkong included:

DISEMBARKING AT SHANGHAI

Mr. and Mrs. Baptista, Dr. R. E. Beddoes, Mrs. W. E. Cheadle Mr. Walpole Chau, Mr. F. S. Chew, Chan Hip-woo, Chan Siu-wong, Mrs. and Mrs. Chamberlain, Mrs. F. Cogswoll, Mr. W. H. Correa, Mr. C. H. Craig, Mr. G. Engel, Mr. E. Farrell, Major and Mrs. T. C. Fitzhugh, Mr. and Mrs. Lorenzo Gana, Miss M. Gana, Miss J. Gardner, Mr. E. George, Mr. S. Hert, Mr. C. Y. Hsar, Mr. L. Junginger, Ma Joe Kum, Miss Lo Chau-hsin, Chun Cheu, Mr. James O'Chew, Mr. T. E. Pierson, Dr. and Mrs. Potenciano and two children, Mr. C. Reick, Miss L. M. Remedios, Miss L. C. Reyes, Mr. E. Reyes, Mr. Tang Kwan-chan, Mrs. C. E. Travares, Miss C. Tavares, Mr. C. E. Tavares, Mr. and Mrs. J. F. Tavares, Mrs. Theis and 2 children Miss S. Trinidad, Mr. Ushu Shaung, Mr. Wee Yee, Mr A. T. Willett, Mr. W. A. Wilson Mr. Wong Po-keung, Mrs. Trantwein, Mrs. F. G. Webb, Mr. C. J. Woodward, Mr. Yick Mee-chow Miss A. Yaptinchay, Mr. J. S. Guzdar, Mr. H. J. Sullivan, Mr A. Y. Hudgdon, Mr. B. Pinder, Mr. C. Petterson.

THROUGH PASSENGERS

Mr. E. Des Voeux, Capt. W. Davison, Mr. and Mrs. F. B. Fellinga, Mrs. T. R. Perey, Mr. and Mrs. A. M. Slark, Mr. P. D. Sutherland, Mr. and Mrs. Robt J. Weir, Mr. Ng Bek-tung, Rev. M. Andres, Rev. A. Garcia, Mr. and Mrs. B. Basto, Miss M. Basto, Miss O. Basto, Mrs. H. Naronha Miss L. Naronha, Commodore and Mrs. W. Bowden-Smith, Miss M. C. Braga, Mrs. S. C. Ho, Miss H. Britton, Mr. W. Brown, Mr. J Butzbach, Mr. and Mrs. W. J Carroll, Mr. G. T. Edkins, Mr R. Edkins, Capt. and Mrs. E. C. Fester, Mr. and Mrs. E. J. Gran Smith, Mr. H. C. Gray, Mrs. W. F. Grondhal, Mr. and Mrs. W. G Kirwood, Mr. A. C. Little, Miss M. Morton, Mr. and Mrs. W. R. McKay, Mr. H. M. H. Nemazee, Mr. A. Nemazee, Miss S. Nemazee, Mrs. T. E. Pearce and 1 Child Miss W. Pearce, Mr. W. Pearse, Miss G. Pearse, Mrs. A Piercy and Child Mr. G. Ricard Miss H. P. Voral, Rev. and Mrs. C. R. Wagner, Mr. Chan Fat. Mr. and Mrs. Alderic Lee Lum. Miss C. Benedicto, Mr. S. S. McConnell, Mrs. John Brooke and child Miss E. Lippiott, Mr. and Mrs. J. A. Boyes, Lt. Col. G. Comyn, Miss M. Cooper, Miss E., Eustace, Mr. A. D. Soban, Mrs. Ruth M. Millar and 1 child Dr. and Mrs. J. S. Witchell, and three Children Mr. P. McGuiness, Mrs. D. S. Nielson and two Children Miss C. Phillips, Lt. Com. and Mrs. E. H. Storn, Miss P. Stern, Mr. D. R. McCallough.

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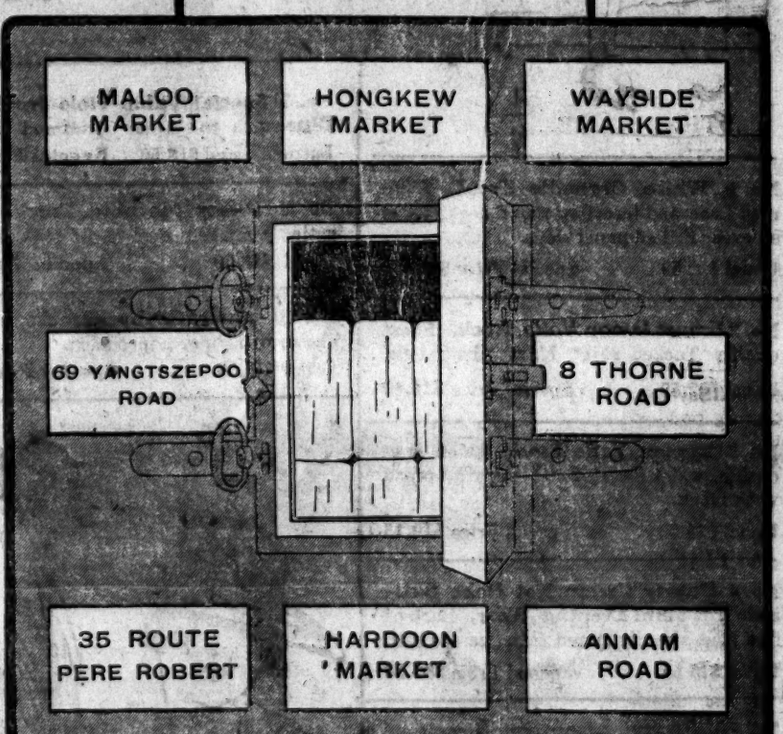

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International Savings Society
Managing Directors.
J. BEUDIN & M. SPEELMAN,
7 Avenue Edouard VII,
SHANGHAI.
49338

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J. BEUDIN & M. SPEELMAN,
Managing Directors.

International Savings Society
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SHANGHAI

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University of Montpellier (France)
Office 38, Nanking Road.
Consultation hours, from 11 to p.m. and 4 to 6 p.m.
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Residence 22, Chaonfoong Road.
Tel. N. 737
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49355 J 13

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49346 J 11

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49136

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TO LET, Two medium size front office rooms. Rental includes electric light, water, etc. Immediate occupation. Apply to The Ben Buildings Co., Phone Central 1930.
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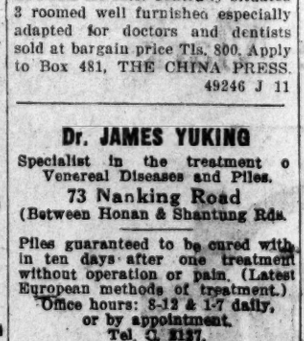

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EXPERIENCED nurse seeks position with family going away for the Summer. A. 1. references. Apply to Box 536, THE CHINA PRESS.
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49384 J 17

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48885

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46239

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49237 J 11

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49248 J 11

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49081

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49385 J 14

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49345 J 13

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49323 J 15

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49326 J 11

TO LET, one large residence with 27 rooms (partly furnished) and modern plumbing and tennis court and garages, on Kiangwan Road near the Park. Suitable for a club or private hotel. Rent Tls. 750 per month. For further particulars apply to Messrs. Cumine and Milne, Architects, 38 Kiangse Road.
49325

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49261 J 13

TO LET: Immediate occupation 5 roomed fully furnished house, near French Park and trams, modern sanitary arrangements and mosquito screened throughout, for four months or longer. Very reasonable terms to approved parties. Apply Denton, 139 Szechuen Road. C. 208.
49253 J 13

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IN a private villa, most comfortable flat for two or three vacant. Every home comfort. Food special care served in apartment. Garden, tennis. Apply to Box 552, THE CHINA PRESS.
49419 J 11

UNFURNISHED 4 roomed flat, kitchen, bath and servants' quarters, vacant 15th inst. Rent $100 per month, include light, water, taxes, in private family. Wayside district. Apply to Box 549, THE CHINA PRESS.
49405 J11

TO LET. From July 1 modern apartment two rooms, kitchen and bath. Very desirable. Apply to Box 535, THE CHINA PRESS.
49369

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49341 J 13

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49296 J 13

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49225 5 11

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ONE large and one small, well furnished rooms with board, bathrooms attached, Excellent cuisine. Use of telephone, tennis court and garage. Please apply to 98, Route des Soeurs.
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TO LET, one large well furnished room with board. Apply 20, Haskell Road.
49275 J 11

TO LET, in family, one large and one small room, bath with geyser, first class cooking, reasonable price. Western district near trams. Apply to Box 498, THE CHINA PRESS.
49278 J 18

ROOM with board in small house for married couple or one or two ladies. Excellent food, homelike surroundings. No other guests. Very reasonable. Reply to Box 509, THE CHINA PRESS.
49297 J 14

TO LET, 2 airy double rooms with verandah and bathroom attached with geyser, with or without board. Can be taken together or separately. Apply to No. 3, Kungping Road, off Broadway.
49251 J 13

TO LET, at 103 Bubbling Well Road, with board, large well-furnished room with private bath room attached. Suitable for married couple or two bachelors. Excellent table, good service. Please call at above address or 'phone West 805.
49283 J 11

TO LET elegantly furnished double bedrooms, (facing South), with private bath and verandah attached. Cool rooms for the Summer. Special care taken of food and service. Use of sitting-room, geyser and phone. Meals can be served privately if preferred. Real home comfort at moderate cost. Apply Bellevue House, 34 Haskell Road, off Range Road. Phone N. 255.
49302 J 15

TO LET on Bubbling Well Road almost next to Country Club. Newly decorated and furnished rooms, private bath and verandah. Excellent meals and service. Bachelors only. Immediate occupation. Phone West 2544.
49258 J 13

TO LET in French family, close French Park, double and single room, separate bath, modern convenience, first class cooking, reasonable price. 127, Route Vallon, Phone W. 3125.
49104 J 11

TO LET, in French Concession, near tram line, 1 small room with bathroom attached. Latest sanitary arrangements. Excellent food and use of drawing room. Telephone West 2173, or address Box 484, THE CHINA PRESS.
49250 J 11

TO LET, one large comfortably furnished bedroom, exceptionally cool in Summer, bathroom attached. Hot and cold water, also one small room, kitchen has personal attention. Please apply to 71, Bubbling Well Road.
49235 J 18

TO LET. In American home, nicely furnished room with front verandah, private bathroom. Breakfast optional. Telephone N. 2769.
49224 J 11

HOUSES FOR SALE

FOR SALE, a boarding house, of eighteen rooms, as a going concern. Centrally situated. Please apply to Box 540, THE CHINA PRESS.
49390 J 14

ROOMS TO LET

Connaught House
8 Quinsan Gardens.

Vacant one large and one small room with board. Apply to Mrs. G. Pollock.

TO LET

One front room with private bathroom and verandah, also one attic room with full board. Please ring up North 482.

TO LET

WITH board, for immediate occupation, a small comfortably furnished room, suitable for a lady only. All modern conveniences, tennis, garage and stabling. Apply Tel. W. 1548.

BOSTONIA
61 Carter Road
BOARD-RESIDENCE
Phone West 883
45358

TO LET, with board, in private family, large well-furnished room with private bathroom and drawing room, tennis lawn; also a room for one person. Apply 16 Medhurst Road corner Bubbling Well and Medhurst Roads. Tel. W. 2364 from 12 to 2 and 5 to 8 p.m.
49402

TO LET, from 1st August, furnished bed room, bath room and verandah, facing south. No board. Apply 9 Ezra Road (top flat).
49407 J 11

ORIENTAL HOUSE, 31, Boone Road, one large front room, facing garden, one small room, hot, cold water, bath attached. American proprietress. Tel. North 1102.
49415 J 17

CENTRAL district. To let, large, well furnished room, Southern exposure, with bathroom attached. Full board. Apply Mrs. Benn, 9 Hankow Road. Phone C. 2321.
49417 J 17

LARGE room, beautiful furnished, with verandah, bathroom, geyser with board in private family. Quinsan district. Apply to Box 544, THE CHINA PRESS.
49391 J 17

TO LET, well furnished room with verandah and private bathroom. Apply 3 Young Allen Terrace, opposite Quinsan Garden.
49372 J 11

At Bubbling Well Road—Opposite Race Course. To let from June 16th One large airy, front, furnished, newly decorated room, verandah attached, bath-rooom (Geyser.) With excell. board or without. Apply to Box 547, THE CHINA PRESS.
49397 J 14

TO LET, well furnished rooms with private bathrooms, geysers and verandahs. Apply to 87, Broadway. Tel. N. 2694.
49412 J 14

QUIET neighborhood, near heart of the city, good table, reasonable charges, single room, also for married couple. Apply to 59E, Range Road.
49403 J 17

TO LET, one large room with bath room and verandah, facing small garden. Full board. Please apply 28, Carter Road, or phone West 1912.
49245

ROOMS with board. Private bath. Hot and cold water. Apply to St. George's Hotel, 217 Bubbling Well Road.
49351

FRENCH Concession, to let one room, private family. Moderate price. 51, Rue Marcel Tillot, near French School.
49356 J 16

FOR RENT, large room, private bath, with or without kitchen. Furniture $300. Moderate rent, Room No. 1B, Ben Building, 25 Avenue Edward VII.
49336 J 13

TO LET, large well furnished rooms with bath and verandah attached. Regular meals served for a limited number of table guests. Terms moderate. Apply to Mrs. M. Kelley, 22D Range Road.
49293

TO LET, in French Concession, near tram-line, from 1st July, one large bedroom, fully furnished, with bathroom attached, latest sanitary arrangements. With full board. Suitable for married couple or two bachelors. Excellent table. Use of drawing room. Telephone W. 2173, or apply to Box 521, THE CHINA PRESS.
49332 J 14

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49394 J 13

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49396 J 15

MAH CHANG Sets (complete) from $4 up. "Standard Rules for Mah Chang" by Harold Sterling, is the only complete, correct and authentic book printed in English. Fully illustrated and clearly explained in every detail. Novices can readily learn to play the game as it is played by its originators and masters, the Chinese. $1.00 per copy. The Mercantile Printing Co., Ltd., 75 Wei Hai Wei Road.
49352 J 17

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49413 J 14

SAFETY Razor Blades sharpened like new, three cents single, four cents double blades. Send your old blades to the Y. M. C. A. Barber Shop—"The Sanitary Shop." 120 Szechuen Road.
49075

MAH-JONGG RULES; Original, Copyrighted Rules in English, "Mah-Jongg," as popularly adopted and played by foreigners in China and foreign countries. Simplified score-card (easily memorized) included. Price $.50 per copy. TECHNICAL SUPPLY COMPANY, 83 Szechuen Road.
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FOR SALE. The undermentioned I. S. S. Bonds:—

No.	15306	Issued November	1919
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„	5265	„ June	1918
„	13961	„ July	1920
„	13962	„ July	1920
„	12933	„ April	1920
„	14679	„ August	1920

No. 15306. Paid up to October 1922, all the others fully paid up to date. Offers to Box No 534, THE CHINA PRESS.
49363 J 17

INDIAN motor-cycle, twin cylinders, 5 H. P. in perfect running order for sale. Price Tls. 295.00 or nearest offer. Please 'phone C. 1169. I. Iochvidoff.
49370 J 14

FOR SALE. Perambulator in excellent condition. Phone West 2383.
49342 J 13

MODEL IX Victrola with Globe-Wernicke record cabinet. 43 Red Seal Records, 57 Purple, Blue and Black Seals. Owner going home, willing to sacrifice. 'Phone Central 1876 or Central 5074.
49341 J 13

MOKANSHAN. Plot of land, over 5 mow for sale. Please apply to owner. 59C, Range Road.
49231

PLAYER piano fine condition, 40 rolls music, a bargain. What offers? Apply to Box 522, THE CHINA PRESS.
49333 J 11

FOR SALE. One household, recently overhauled, equipped with lights, fans and all modern comforts. For inspection please apply to Box 453, THE CHINA PRESS.
49175 J 11

APARTMENTS WANTED

WANTED. Flat, furnished or unfurnished, of at least 4 rooms, suitable for lady with two small children, very quiet. Reply to Box 538, THE CHINA PRESS.
49380 J 14

WANTED, apartment two rooms, kitchen and bath, sanitary plumbing Central district preferred. Apply to Box 550, THE CHINA PRESS.
49406 J13

American School Lads Set Splendid Records

A record in scholarship, athletics, student activities, and general activities that has made him stand out as one of the exceptional students in the history of the Shanghai American School has won for Herbert O. Waters, who has just been awarded his high school diploma, the (Mex.) $500 scholarship offered to the boy who stood highest in his class in general all around ratings.

A second scholarship of G.$100, given by Mrs. Elizabeth G. Dadisman, teacher of history and economics, has been awarded to Oliver G. Caldwell, who, in the opinion of the committee, stood second only to young Waters.

The records of the two lads during their school careers follows:

HERBERT O. WATERS

HERBERT O. WATERS

A. Scholarship: Has been a good student and has earned 6 A's and 10 B's during his four years in the high school.

B. Athletic: 1. Member of Basket Ball Team for three seasons.

2. Captain Soccer Team two seasons.

3. Captain of track team for three seasons.

4. Made 3½ points in recent inter-scholastic.

5. School record holder in 440 yard run and in half mile run.

6. Winner Inter-Scholastic Cross Country race 1921.

7. In the inter-scholastic cross country race in 1922 he, as captain of the team, unexpectedly found his team in danger of defeat. He used his head, sent his best runners ahead in a bunch, remained behind himself and kept his second best runners together, coached them encouraged them and brought them all into good positions at the finish. Thus he sacrificed the individual honors of finishing first in a race which he had won the previous year and thereby brought victory to his team.

C. Student Activities:

1. Domitory Council Chairman four terms.

2. President Christian Endeavor one term.

3. School life editor School Paper one year.

4. Art Editor Columbian one year.

5. Author of several poems which appeared in the school paper.

6. When, on the day of the debate with the Public School, one of the debaters was taken ill, he went in with a few hours preparation and helped his team to win the victory.

D. General:

1. Although a leader he did not undertake more things than he could handle well. He undertook a limited number of things and everything that he undertook was well done.

2. He was always a friend and helper of new boys who came to the school.

3. In no position which he held was he an idler. In each position he accomplished something for the school.

OLIVER J. CALDWELL

A. Scholarship: He has secured 2 A's and 6 B's during the three years.

B. Athletics: 1. Member of Track Team two years.

2. Made 11 points at recent meet.

3. Holder of school record in shot put.

4. Member cross country team two years.

5. Winner Harriers School boy race 1922.

6. Winner Harriers, 3½ mile handicap, 1921.

C. Student Activities: 1. Secy. Dormitory Council one term. President one term.

2. Was chairman of the Christian Endeavor "Service" Committee, which for a time took charge of the younger children Sunday afternoon.

3. Advertising Manager for Operetta "Bulbul."

4. Was assistant Manager of Columbian in 1920-21 and after the Manager left he finished up the work, collecting pay for all advertisements, paying a previous debt on the publication and turning over a surplus.

5. In his senior year he was instrumental in starting a school newspaper. As business manager he started with no capital, got the paper out every two weeks without skipping an issue, sold subscriptions and advertisements enough to cover all expenses, trained an assistant manager to become manager another year, and has turned the paper over to him with a surplus.

D. General: He found a few things that needed to be done and did them well.

VISCOUNT KATO CONFERS WITH MATSUKATA

Decision As To Premiership Will Come Soon, Is Belief

Tokio, June 10.—Viscount Kato, President of the Kenseikai Party, last night at 8 called on Marquis Matsukata, the Keeper of the Privy Seal, without any previous notice and had an interview with the Marquis for a little over two hours.

Interviewed in this connection by press representatives, Viscount Kato stated that he simply paid a visit to the Elder Statesman in accordance with the engagement made some ten days before and that the substance of his interview with the Marquis was principally with reference to economic and financial affairs.

In view of the present complicated political situation, Viscount Kato further went on to state, some groundless rumor might accrue concerning his visit to Marquis Matsukata, but he made no reference to any subject on political affairs, he declared. It is, however, generally inferred that during his interview with the Elder Statesman, lasting over two hours, he must have touched upon the situation.

Meanwhile, it is anticipated that the question whether or not Admiral Baron Kato will at length agree to his resumption of Premiership will be finally decided upon in the course of today.

It is worth notice that the press as a whole is still raising an outcry against the appearance of an intermediate Cabinet and is at the same time attaching great importance to Viscount Kato's visit to Marquis Matsukata.

(Nippon Demps Service)

Tokio, June 10.—Marquis Kiyoura and Viscount Hirata met Admiral Kato, who has been offered the premiership, at the Privy Council at 10 o'clock this morning. They consulted for over thirty minutes and then Admiral Kato returned to his official residence and Marquis Matsukata hurriedly went to the Imperial Palace.

It is understood that Admiral Kato made a definite statement in answer to the Genro's. His Highness, the Prince Regent, left theh Detached Palace at 10 o'clock for the Imperial Palace for a conference.

"Our Navy" As Seen On U. S. Destroyers Here

(Continued from Page 1)

years ago, seen a thousand reflections of the thing we call life in the stories of the upper ten and the lower four million.

His executive officer is Lieutenant Robert B. Carney, from a navy family, young in years but mature in experience, the successful combination in dealing with men.

THE SHIP'S MASCOT

It is characteristic of these officers that in talking of the personnel of their ship they use the men's nicknames. It is not until a man has proved himself and is really liked that his "gang" bestow on him a nickname; it is equally true that the officer is "regular" himself when he adopts with unfeigned naturalness in conversation the names the gang have bestowed.

"We have a real character on the ship," said Commander Potoet.

"Who, Benny?" asked Lieutenant Carney.

"Yes, Benny Boston," he answered. The character with the stage name that really belongs to him is a Mississippi negro who has been in the navy so long that he has himself, with characteristic negro disregard for dates so long as associations are pleasurable, forgotten it. Benny is the ship's mascot, and besides possessing a remarkable fund of humor and a facile tongue that drips unconscious wit, he can make anything or do anything, so long as he has a hammer and a couple of nails.

Over on the "Zane," which is only a baby destroyer, in service a year and named for a San Francisco marine who was killed in the war, Lieutenant-Commander Clement's executive officer is Lieutenant Earle H. Kincaid, lately transferred from the destroyer "Whipple" down the line and yet to be visited. Lieutenant Kincaid is an author who is orderly. The only writers I have ever known never felt that they could express themselves unless they did it in such a manner that the fire or street cleaning department had to dig them out from under the avalanche of paper after several individual cleaners had perished in the attempt. The "office" on the "Zane" is about the size of a double telephone booth and as compact as a can of Del Monte peaches. There is a special filing system that leaves nothing to the imagination; it's all down on the cards. Not content with an official office, Lieutenant Kincaid has another one in his own quarters. It is in here, no doubt, that a companion volume to the one he published recently, "The History and Cruises of the United States Ship 'Whipple'" will be born.

WE PULL A 'BONER'

I made one error that I know of on board ship. I said "upstairs." Lieutenant Kincaid presented me with a volume of the history and cruises and in reading it later I discovered that it is full of definitions on companionways, ladders, chief officers, torpedo experts, and other what-nots and mcgimples to protect the ignorant from breaches of etiquette.

According to the book, a torpedo officer, and I suppose that would describe Ensign Benjamin Ward who came over to visit from his ship the "Rathburne" is addressed as "Mister," or sometimes just "You." The description further states that a torpedo officer was "born and reared a gentleman but joined our mess about a month ago. We understand that there is a reward now out for him in his home town."

The "Zane" may have the best office in the squadron, but the "Rathburne" has a collection of musicians that make up the squadron's orchestra. They were practising when I left. The cook plays the guitar when he finishes cooking the "capsules of corn" that we had for tiffin and doing the other odds and ends connected with food preparation.

Carlton Cafe Will Have Ice Fountain

Commencing Tuesday, the Carlton Cafe will launch an offensive against old General Humidity. The attack will be directed by Marshal Boreas himself, who is on his way to Shanghai from the North Polo with several regiments of icicles and a division of frost bites. The Marshal and his chief of staff, Colonel Jack Frost, will make their headquarters in the Carlton ball room, behind a barricade of ice that Manager Ellis will have ready for him.

All of which is another way of saying the Carlton has announced the transformation of the ball room into a "willow grove," the big feature of which is to be an ice fountain containing two tons of ice. The fountian will be in the center of the room, and Manager Ellis says he will guarantee a ten degree reduction in the temperature of the room.

In addition to the ice fountain there will be special lighting effects. A special "dinner de luxe" will be served Tuesday in the dining room.

DR. GEORGE CHENLY, M.D.

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This silverware is also put up in attractive gift boxes, which make admirable gifts for any occasion.
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AMCO

Reconstruction Of France Has Done Wonders In Some Sections; War Blight Handicaps Farming

BY LAURENCE HILLS

Paris, April 22.—The question is often asked. What exactly is the present condition of devastated France? It is by no means an easy question to answer, even for those who have been there to study the question for themselves. The visitor to the still dreary wastes round Thiepval or La Boiselle in the Somme country, might well believe that nothing at all has been done. On the other hand, if he inspected the progress that has been made in some of the factory districts for the Nord, for instance, and saw the busy hives of industry where so recently was nothing but chaos, he might equally well believe nothing was left to do. Actually, of course, neither impression is correct; to get anywhere near the truth we have to accept the evidence of the much abused statistics.

That very much has been done—and very much remains to do—is the first thing the statistics show us. How much we may realise by considering the official reports on any of the most shattered districts—that round Peronne for instance. When the armistice came, in November, 1918, there was chaos and nothing else. Here are two sets of figures dealing with the district the first showing the progress made to July 1, 1920, the second to October 1, 1921.

	1920	1921
Land cleared of shells, etc., hectares	97,682	267,945
Land cleared of barbed wire, trenches, etc., hectares	66,870	233,297
Land plowed for the first time, hectares	49,933	108,930
Houses provisionally repaired	2,226	2,295
Houses completely repaired	333	1,235
Wooden hutments erected	884	1,119
Wooden houses (provisional)	1,966	5,765
Concrete, etc., houses (provisional)	1,405	4,891
Nissen huts	3,164	5,833
Barns and stables built	——	3,125
Wells cleaned and reapired	2,836	6,164
New wells	——	102

MUCH HAS BEEN DONE

Apart from these comparative figures by 1921 we find such new items as 171 provisional wooden bridges erected and 126 permanent ion bridges; 17,233 permantrees removed from the roadsides and 3,580 planted in their places; 781,422 tons of macadam road repairing material provided and 379,544 tons laid down.

Peronne is, of course, the center of only a small district; in the Somme Department as a whole, to take one suggestive detail alone, 70,000,000 cubic meters of shell holes and the like have been filled in and more than 30,000 provisional dwelling places of one kind or another set up. The figures take on a new interest when one realises that the work done in shifting those 70,000,000 cubic meters of earth represents the digging of a trench a yard deep and a yard across twice round the circumference of the world.

Or again the number of "shelters" erected in 1921 average 1,500 houses or hutments a month. Taking twenty-five working days a month at eight hours a day and you find that in the Somme Department seven houses were put up every hour, or one every eight minutes, while the total is a considerably larger city than Amiens itself which has about 30,000 inhabitants.

These striking figures for one department are paralleled in the others. Everywhere along the shifting battle line, from the Vosges to the sea, there is the same statistical evidence that if much remains to do very much has been done; if normal life has not returned, there is at least superthe British Prime Minister sair normal activity. The tin hats and broken rifles and cartridge cases and shattered tanks and bully beef tins and what not—all the military disjecta membra left by the armies when they marched away for good and all—has almost everywhere been cleared away. Trenches and dugouts and shell holes and mine craters have been filled in, and already the leveled soil is baring crops on 80 percent, of the once ravaged earth. The deadly "dud" shells which caused so many casualties when first the plows began to turn over the battlefields have been cleared altogether from the surface and for several feet bereath it, though some that plowed theirway still deeper are yet to be sought for and remain a source of permanent danger until they are found and removed.

ROADS REMADE

Roads have been remade and repaired, either temporarily or permanently, until they are within measurable distance of being in as good shape as before the war. The military narrow gauge railways that zigzagged over so many miles of man made desert have been adapted for purposes of restoration work or cleared away altogether; bridges, temporary or permanent, again span the streams that have been pent back in their former courses; cana's once more are ready, or nearly so, for their earlier duties; the floods wantonly let loose by the invading Germans have been curbed and bitted again.

In the villages human beings are at work; the villages are rebuilt or on the way to it; agricultural buildings, stables, barns even pigsties are in some departments, such as the Meurthe-et-Moselle, practically completed. The railroads, with their depots and warehouses once again in working order, carry every day an increase of the traffic, already difficult to cope with by the depleted staffs, rendered even less capable because of the application of the eight hour day. Where not so long ago the gaunt ruins of factories showed only as heaps of tortured iron, aptly describec

(Continued on Page 10)

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Investments	Nom. Value Various Currencies	Nom. Value Dollars	Cost Dollars
Shanghai Municipal Council Debentures	Tls. 427,000.00	584,931.00	499,155.94
Shanghai French Municipal Council Debentures	,, 449,500.00	615,753.00	478,671.84
Shanghai Gas Co., Debentures	,, 45,100.00	61,780.00	49,621.88
Shanghai Land Investment Co., Ltd., Debentures	,, 133,400.00	182,733.00	152,910.22
Shanghai Hongkew Wharf Co., Ltd., Debentures	,, 52,300.00	71,643.00	66,389.78
Shanghai Club Debentures	,, 19,300.00	25,068.00	21,891.99
Anglo-French Land Invest. Debentures	,, 64,400.00	88,219.00	74,586.55
Shanghai Hotels Ltd., Debentures	,, 38,600.00	52,877.00	40,907.42
Shanghai Mutual Telephone Co., Debentures	,, 3,300.00	4,521.00	3,810.48
Weeks & Co., Ltd., Debentures	,, 5,400.00	7,499.99	7,499.99
Shanghai Race Club Debentures	,, 10,000.00	13,698.00	11,787.06
Cercle Gaulois (Hankow) Debentures	,, 3,000.00	4,279.60	4,279.60
Hall & Holtz Ltd., Debentures	,, 5,300.00	7,260.00	6,964.43
Cercle Sportif Francais Debentures	,, 9,250.00	12,671.00	12,139.09
Hongkong & Whampoa Docks Co., Ltd. Deb	HK $ 10,000.00	10,000.00	10,050.00
Grand Hotel de Pekin Debentures	$ 2,200.00	2,200.00	2,200.00
Mortgages	Tls. 793,860.07	1,100,269.88	1,100,269.88
,,	$ 100,000.00	100,000.00	100,000.00
Loans against securities	$ 6,584.00	9,488.89	9,488.89
Real Estate	$ 35,170.16	35,170.16	35,170.16
Loans to Bondholders against their bonds.	$ 619,604.17	619,604.17	619,604.17
		$3,609,666.69	$3,307,399.37

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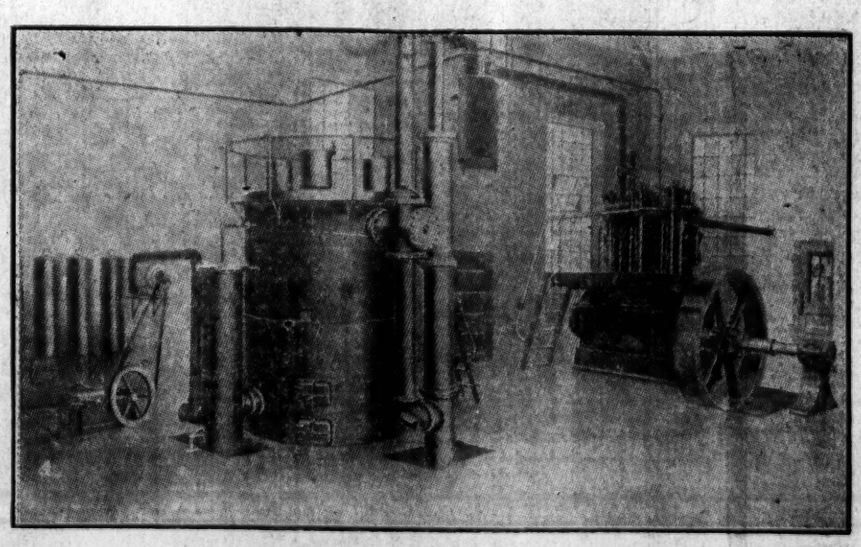

TYPICAL GAS POWER PLANT

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Reconstruction Of France Has Done Wonders In Some Sections

(Continued from Page 9)

by a French engineer as "colossal dishes of iron spaghetti," not only is the "cleaning up" process finished but the chimneys are smoking, new buildings have been completed and within them the machinery is working with more than prewar energy.

All this, be it said, has not been easily accomplished nor by "private industry" alone. Many mistakes have been made and many energies diverted along useless directions; but in the main one broad line has been everywhere followed out and, in the main, everywhere successfully, though not always equally so.

The broad lines may be said to have been laid down at the very beginning, when H. Locheur took office as Minister of Industrial Reconstruction, on November 16, 1918, only five days after the armistice, and they were laid down by him a fortnight later when, on December 1, he addressed a meeting of manufacturers at Roubaix.

AGRICULTURE RESTRICTED

Industry was, as a matter of fact, the easiest branch of the problem to be organised; having, indeed, had sufficient experience during the war. Agriculture was slower and more difficult. The farmer has at all times been an individualist and a conservative living by himself and for himself and mistrusting new fangled ways that were unfamiliar to his grandfather. Before he could be properly mobilised for reconstruction he had very much to learn in the way of new methods, the suppression of old prejudices, the "management" of his intensive sense of property and the like. How successfully it was done is shown by the fact that crops were already harvested before the end of 1919; by 9120 there was no more need to import cereals into the former war desert districts; by 1921 the east and north were again exporting agricultural produce to the other parts of France more fortunate but less fertile.

Industry and agriculture were the cruces of the problem, commerce was very much more capable to taking care of itself. It had the amplest excuses for high prices in the general disorganisation of transport and what not. High prices accordingly it obtained and from them all the capital it required. So it was with private property; its ruin—or temporary ruin—affected the general prosperity to a very much smaller degree. It was possible then to concentrate the work of reconstruction, after the general public facilities, upon farms and factories and dwellings for the workers.

DAMAGE CLAIMS PROBLEM

Of the innumerable misunderstandings and disputes which inevitably arose the greater part came from the assessment of claims for damages. A man who has had his house or farm or factory destroyed is likely to regard the damage with wide eyes—it means so very much more to him than any one else can understand. So that, in all honesty, when he is asked to assess his losses he sets them down at a figure altogether exaggerated to those less personally interested. Thus in the Aisne Department the first estimate of damage sustained was placed as high as billions of francs. Subsequent revaluations had by 1921 reduced this figure to 6½ billions in 1914 values. But in spite of this very potent source of disagreement quite outstanding progress has been made in the considering and deciding of these claims. Thus in the Nord Department 1,024,000 claims were submitted for a total amoung of 11,270 millions. By December 31, 1920, 220,000 of these had been considered and in most cases a settlement reached. By the following June the figure had risen to 374,000. And as the more intricate cases are cleared out of the way this pace is increasing, so that the Prefect of the department has publicly expressed his hope that all may have been considered by the end of the present year, though this seems rather a case of the wish being father to the thought.

Progress has, of course, varied in the different districts. In the Aisne, for instance, where the number of claims was 398,758 the average number heard up to last August was at the rate of 14,935 per month, and there also it is hoped to have them completed by the end of the present year, while somewhat similar figures—and hopes—apply to the Somme, the Vosges and the Marne, the slowest so far seeming to be the Pas de Calais.

Without wading too deeply into the enormous sea of official figures covering the whole of the devastated area a very vivid picture of the material results achieved may be had by considering two of the departments which were among the heaviest sufferers.

Of them the Nord stands pre-eminent, seeing that it suffered 58 percent of all the industrial damage, 17 percent of the non-industrial and 25 percent of all the damage done to the mines of all France. But just as its damages were heavier, so the work of reconstruction has gone forward faster than elsewhere.

Throughout the war more than 400,000 hectares in all were fought over, covering some 600 communes, which include such names as Lille, Armentieres, Roubaix, Tourcoing, Hazebrouck, Douai, Valenciennes, Dunkerque and Bailleul. In this department, accordingly, the efforts of the Government have been especially directed toward restoring industrial life.

FACTORIES DESTROYED

Take firm the debit side of the account. Out of 425,000 houses in the department 53,000 were completely and 205,000 partially destroyed. In 59 communes there were more than 90 percent of damages; in 32 there were between 40 percent and 90 percent; in 57 others there were up to 40 percent. Factories everywhere were destroyed, even more completely than the houses, seeing that they were destroyed scientifically and of set purpose, while the houses had the luck of the falling shell. Thus, in the Fourmies district out of 75 factories only 6 could be used, even partially, without being entirely rebuilt and refitted. 9nd the same applies to every district; sugar works, distilleries, tanneries, printing paper, glass, textiles—everything was methodically destroyed. As to means of communication, especially important in an industrial district; out of 9,657 kilometers of road 7,580 were practically destroyed; out of 252 bridges not one was left; 257,658 hectares of land were pitted with shell holes, shelters and what not; 7,587 kilometers of barbed wire had to be removed and 5,455 kilometers of trenches.

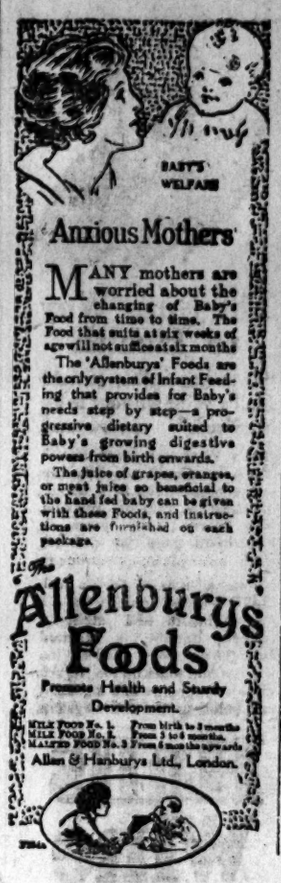
Consider now what has been done. First and foremost, of the population driven out before the armies more than 200,000 families, including altogether nearly 600,000 individuals, have returned to their homes. Out of the 400,000 ravaged hectares only 3,000 are still out of cultivation—an amazing figure! Of the 605 communes practically wiped off the map the practical reconstruction work has now been finished in 125 and all the others are well on the way to completion. Houses, huts and provisional dwellings in general to the number of more than 80,000 have been set up; 15,000 wells, new and old, are now available. Along the shattered roads 30,820 trees have been replanted. The telegraph and telephone systems are as efficient as before the war; there are even ten post offices more than was the case in 1913; railway communication is similarly restored. Not only are the farms cultivated; their bestial is again resuming its former importance. There are 71 percent of cattle, 60 percent of horses 44 percent of sheep, 47 percent of pigs, as compared to 1914.

INDUSTRY LEADS

If anything, industrial life is ahead of agricultural. Of all the factories destroyed 84 percent are now again in full operation, or would be were it possible to obtain the necessary labor. Unfortunately, not only is it actually lacking, but the operations of the eight hour day law seriously reduces its output. Actually only 54 percent of the pre-war workers now obtainable.

A similar state of things prevails in the mines. Before the war the mining districts covered 64,610 hectares, 113 pits being in operation and employing 34,044 miners, whose annual output was 6,813,761 tons. The production has now again reached 44 percent of old total, while 30,694 miners are employed. The mine owners reckon, with characteristic optimism, that by the end of next year the pre-war output will be exceeded, but this again depends on the labor available and the effect of the eight hour day.

The Aisne Department is another which stands out by reason of the widespread damage caused. In 1914 the German armies completely overran it, though after the Marne battles the line was stabilised at the Chemin des Dames, between Soissons and Laon. In 1918, again, the final German push covered it with ruins from Chateau Thierry to the Belgian frontier. Of 800 communes, some very thickly populated, there were only 19 to which the enemy never penetrated, while 725 were severely affected. In 1914 the department boasted of 8,211 kilometers of good roads. By 1918 6,391 of them had been totally or partially destroyed. By 1921 2,252 of them were again in as good order as before the war, while 4,139 were improved. By the same date 267 kilometers of canals had been put in working order again, against 342 before the war, of which 329 were totally destroyed. Of the damaged fields 620,567 hectares were being cultivated; 611,238 had been cleared of projectiles; 20,513,100 tons of munitions had been destroyed; 12,700 wooden houses and 9,800 of more solid materials had been set up, not to speak of 317 mairies, 396 school houses, 235 churches, 69 post offices and 6 hospitals.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Formulas Are Curse Of American Novels

Lack Greatness Because Specific Rules Are Followed Is Claim

When will the last great American novel be written? Will it be a masterpiece of the two thousandth century, or does it already repose securely in our libraries, safe from the eyes of the vast majority, while the typewriters of innumerable authors are clicking, the wheels of innumerable presses are turning, the offices of literary editors are being piled high with fiction, and the stalls of bookshops are being overcrowded in the frantic attempt to supply the public with the "latest and best"? For the latest too frequently represents not the greatest but the poorest; a hundred books too frequently contain the substance of one fairly good one, highly attenuated by modern scientific methods, and the voluminous output of watery and unnecessary fiction lends a forceful argument to those who maintain that the novel is in the act of committing suicide.

To say that the novel is actually taking its own life may be to exaggerate; but certainly there is justification for those who contend that if it is not destroying itself it ought to do so, and so preserve the remaining shreds of its self-respect. For it has been emasculated to the extent of tottering feebly when it should stride vigorously; it has been robbed of its majesty and driving force, and is like a dotard who utters many words but little wisdom. There would perhaps be but slight loss were it to be gagged; indeed, unless its vitality can be restored, it may be not only gagged but permanently silenced, while a new artistic form may take its place. Such, at least, is the conclusion toward which one must be led by even a casual study of the contemporary novel.

For in the majority of books the last page is written plainly into the first. Novelists seem to work according to formulas as definite as that represented by the algebraic equation $x + y = z$. Once having read the opening chapter and discovered the meaning of x, the average reader could finish the volume for himself and supply the missing y and z; and, moreover, the task is simplified by the fact that there are several generally accepted meanings of x, which vary but little from book to book. For example, there is the novel in which x represents a mystery. Here the opening chapter usually finds some one unaccountably murdered, and the reader is required to rush through three hundred pages in breathless suspense, to be rewarded in the end by learning that the victim died of heart failure or was shot by some previously unheard of projectile. Such a book is "The Grey Room," by Eden Phillpetts, wherein a number of persons are successively destroyed without apparent reason, until in conclusion one is supposed to accept the ingenuous but entirely incredible explanation of a poison bed invented several centuries before by the Borgias. "The Mystery Girl," by Carolyn Wells, is another case in point, and here we had three hundred pages devoted to the egregious proposition that a man has stabbed himself to death with an icicle owing to his unhappiness at finding his long lost daughter. Somewhat different in conception but hardly less meritorious, is Arthur Preston Hankins's "The Heritage of the Hills," the major premise of which is that the hero has made his home on a desolate ranch in the Sierras merely in order to determine whether some wholly mysterious question asked by his deceased father should be answered in the affirmative or in the negative. That the public is expected to make its way through dozens of scores of pages of such balerdash, published by reputable houses and written by more or less reputable authors, does not augur well for the future of the novel.

Closely allied to the mystery story is the detective tale. This also is written according to formula; there is the adroit and experienced detective, of whom Sherlock Holmes is invariably the prototype; there is the motivating crime, represented by the stolen pearls or the kidnaped woman, and there is the unraveling of the mystery, which is invariably slow to take place since the author must fill up pages, but which is inevitable, since the mystery exists only in order to be dispersed.

When shall we find the detective story that leave the problem unsolved even at the end? Such a novel might have elements of originality, but it probably will never be written, since it probably would never sell. As things are at present, however, the reader is spared the necessity of perusing more than the first and last pages of detective stories; the first, to determine who was murdered, and the last to discover how far the author has endeavored to stretch the reader's credulity. The intervening two hundred and ninety-eight pages will be found to be much the same in all novels and the variations of detail may be passed over as unimportant. In Arthur Crabb's "Ghosts," for example, we will find a love story interwoven, and in David Fox's "Ethel Opens the Door" we will come across a band of former criminals engaged in tracing crime; but these individual differences are unimportant and are necessary more in order to avoid plagiarism than to make any impression on the reader's mind.

Still more common than the detective story is the much overworked vehicle, the novel or sentimentality. It might be thought that in this supposedly intelligent era one would cease to read of the lover of a day who disappears and returns to make passionate love after seven years—yet one will find him in F. E. Mills Young's "Imprudence." It might also be imagined that by this time we had dispensed with the prince in disguise who weds the singer "with the finest voice in Europe"—yet he reappears in all his pristine glory in "The Splendid Folly" by Margaret Pedlar. It might even be hoped that we had outlived the chivalrous hero who succors the frail damsel in distress, yet he is resurrected in multitudinous forms in multitudinous novels—for example, in Arthur Chapman's "Mystery Ranch," wherein the conventional "villain" lures the heroine to his lair in the Western mountains for no other apparent cause than to give her the opportunity to be rescued and ultimately married by a bold young admirer.

Even more disheartening in some respects are those novels that attempt to break away from hackneyed and conventional models and to stamp out for themselves a bold pathway of realism and truth. Sherwood Anderson, for instance, has been widely commended for writing books that strike to the bedrock of life, yet he has the style of a schoolboy and proceeds mainly by means of a series of jerky and disjointed sentences; like others of his school he overlooks the wider horizons of the world and turns a microscope upon the pathology of sex; and as a result he depicts conditions in a way that is not even realistic in the truer sense of the term since he strips life of all its glow and beauty, of the glamor of far sunsets on opalescent oceans, and of "magic casements opening on the foam of perilous seas in fairy lands forlorn." The sheer glory of life and the impetuousness of youth, the lullabies of mothers and the crooning of babes in the twilight, the appeal of mountain highways luminously curving under moonlit skies, and the splendor and bloom of April meadows and of murmurous summer hills find little place in the contemporary novel and none at all in the novel that aims at strict realism; yet these are all a part of life, all a part of reality, and the writer who disregards them is like the painter who would depict the evening sky by portraying its blackness, but forgetting to represent the stars.

For the trend of the novel in England as well as in America is toward a microscopic realism, toward an exhaustive analysis of scandals to which the newspapers can devote only a column or two. As a consequence we have a type of fiction which is as decadent as the life it undertakes to portray, and already the atmosphere is vocal with warnings that unless of the novel as a species of the new tendencies are reversed we are likely to hear the death knell literature.

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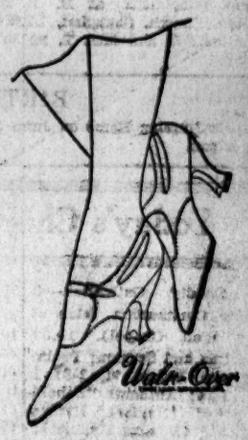

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Weather

The typhoon near the Loochoos will continue to advance towards N.E. to approach Kin Sin and Southern Nippon where it may cause rough weather. North to N.E. winds on the yellow sea variable breezes in the South. Fine weather in our valley.

MARRIAGE

On June 10th, 1922, at H. B. M's Consulate-General and later at St. Peter's Church, Shanghai, LEON KWOK to DORA SIAO, daughter of DR. and Mrs. T. K. M. Siao. 49395

BIRTH

At Victoria Nursing Home on June 9th, to Rev. and Mrs. John G. Magee, a son. 49408 J 11

Today's Church Services

Holy Trinity Cathedral.—8 a.m., Holy Communion (also at Bubbling Well Chapel). 10.30 a.m. Mattins and Sermon; Psalm 33; Lessons: Isaiah, vi, 1-8; 1 Peter, i, 1-16; Anthem: "Behold God is great" (Naylor); Hymns 160, 161, 519 (English Hymnal); Preacher, Rev. W. Robbins, M.A. 11.30 a.m., Holy Communion. 3 p.m., Children's Service and Sunday School. 6 p.m., Evensong and Sermon; Psalm 115; Lessons: Isaiah xl, 12-end, Acts ix, 26-31; Anthem: "I am Alpha and Omega" (Stainer); Hymns 163, 164, 28. Preacher: Rev. A. C. S. Trivett, M. A.

St. Andrew's Church, Broadway.—10.30 a.m. Mattins and Sermon; Psalm 32; Lessons: Isaiah vi, 1-8, 1 Peter i, 1-16; Hymns 160, 161, 163, 169; Preacher: Rev. T. W. Hall, M.A.

St. Joseph's Church.—Low Masses at 6, 7 and 8.15 a.m. At 10 o'clock, High Mass, Sermon in English. At 4 p.m. Benediction. On week days, Masses at 6 and 7 a.m.

Union Church.—11 a.m., Preacher: Rev. A. N. Rowland, M. A., Subject "Unreckoned Wages; Chant 51; "Te Deum" (Smart in F.). Hymns 515, 109, 61. 6 p.m. Preacher: Rev. A. N. Rowland, M.A.; Subject: "The Trinity in Christ"; Chant 56; Hymns 226, 192, 686.

Community Church.—9.30 a.m., Sunday School at 145 Route Grouchy. 11 a.m. Service in Columbia Country Club; Rotarians in charge; Sermon by Rev. W. E. Souter. 5 p.m. Public Worship in Masonic Hall; Subject: "How to find and live the real life"; Dr. Freeman, preacher. All will find a hearty welcome.

Shanghai Free Christian Church.—(Evangelical) Corner of Range and Chapoo Roads. The services will be conducted as follows:—11 a.m. by Rev. J. W. Lowrie, D.D.; 6 p.m. Rev. G. Cecil-Smith.

Christian Science Society of Shanghai, Masonic Hall, The Bund.—Sunday service 11 a.m. Subject: "God the Preserver of Man." Sunday School 10 a.m. Testimony meeting Wednesday evening 6 o'clock. Reading Room open daily except Sunday from 10.30 a.m. to 12.30 p.m. at No. 21 Nanking Road, Room 71.

St. John's Pro-Cathedral, Jessfield.—Holy Communion in English 7.30 a.m. Evening Prayer in English at six o'clock. Preacher: Rev. J. G. Magee.

Sergeant York's Own Story

AS YORK FOUGHT, there was a prayer on his lips, we are told in "Sergeant York and His People," by Sam K. Cowan (Funk and Wagnalls). He "prayed to God to spare him and to have mercy on those he was compelled to kill." In his own happy phrase, York's rifle killed "plenty," for he hailed from Pall Mall, a tiny village in the mountains of Tennessee, where every boy learns to shoot. It is the land of the "Long Hunters." As Mr. Cowan informs us, a carving on a tree near Pall Mall reads: "D. Boon CILLED a BAR ON Tree in The YEAR 1760."

"Our contemporary ancestors," these mountain people have been called, for their way of life has changed little since the first settlers entered the Appalachian country in pre-Revolutionary times. Says Mr. Cowan:

"The mountaineer of today is the transplanted colonist of the eighteenth century; he is the backwoodsman of the days of Andrew Jackson; his life has the hospitality, the genuineness and simplicity of the pioneer. It has been said of the residents of the Cumberland Mountains that they are the purest Anglo-Saxons to be found today, and not even England can produce to clear a strain."

"Sergeant York and His People" is not a war book. It is a Mountain book. It traces "the molding of a man," as Mr. Cowan puts it, and one notes with curious interest the very striking part that religion played in the molding—religion and another sentiment as strong. When York was drafted,

He sent a note to Gracie, telling her his "little blue card" had come, and he asked her to meet him at the church—which always stands open by the roadside. As they walked toward her home they arranged to meet the next morning at the rock under the birch trees, when she would leave to "carry" the cows to the pasture. It was there she promised to marry him—when he returned from the war.

Men at the store saw Alvin come down from the mountain and he could not escape some banterings over the success or failure of his early morning tryst.

"Jest left it to her," he is said to have frankly confessed; "she can have me for the takin' when I git back."

He and his mother were alone in their home for several hours. When he left he stopped at the Brooks' porch, where relatives and neighbors had assembled. As he walked away he turned, unexpectedly, up the path toward the rock on the mountainside. It is now known he went there to kneel alone in prayer.

When he came down to the store, to the men waiting for him, he spoke with an assured faith he had not shown before.

"I know, now, that I'll be back," he told them.

But, while this is not a war book, it nevertheless tells the story of York's superb feat of daring and marksmanship at "York's Hill," as the people of France have named the scene of his exploit in the Argonne Forest. And, naturally, Mr. Cowan tells the story of events leading up to it.

In a small, red, cloth-covered memorandum book, intended for no eyes but his own, Sergeant York wrote the title, "A History of Places Where I Have Been." It became instead a history of Alvin C. York, mountaineer, soldier, and consummate hero, during the World War. The little volume, now broken-backed and worn, was always with him—in camp, aboard the transport, and at the front. Though careless of grammar, now and then, and sometimes even of spelling, it has the interest that attaches always to a hero's own words.

He reached Camp Gordon, near Atlanta, Ga., on the night of November 1, 1917, and his diary relates:

"I was placed in the 21st training battalion. Then I was called the first morning of my army life to police up in the yard all the old cigarette butts, and I thought that was pretty hard as I didn't smoke. But I did it just the same."

Later on, he wrote:

"I stayed there and done squads right and squads left until the first of February, 1918, and then I was sent to Company G, 328 Inf. 82nd Div."

This, so Mr. Cowan explains, was the famous All-America Division, in which every State in the Union was represented as well as all the Allied countries. How happy York's life at Camp Gordon was may be judged from his notes:

"Well, they gave me a gun and, oh my! that old gun was

(Continued on Page 13)

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Do you know that nine out of every ten cases of rheumatism are simply rheumatism of the muscles or chronic rheumatism, neither of which require any internal treatment? The pain may be relieved by applying Chamberlain's Liniment, which makes sleep and rest possible, and that certainly means a great deal to any one afflicted with rheumatism.

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NEW U. S. TARIFF PROPOSALS

How The Fordney Bill Compares With Previous Revenue Schedules On Imports Made By Republican Administrations

Washington.—Herewith are given the more important rates in the tariff bill reported to the Senate by the Finance Committee, with comparisons with the Fordney bill and the Payne-Aldrich—the last Republican protective tariff act—and Underwood laws wherever feasible. The ad valorem rates in the Fordney measure are based on American valuation, but they are used here in the comparisons. Experts attached to the committee say that 25 percent American valuation is generally equivalent to 50 percent foreign valuation.

Because entirely different classifications have been used in drafting the wool schedule in the new bill no comparison of the rates in that schedule with those in the famous schedule K. of the Payne-Aldrich bill is undertaken. The raw wool rates in the Senate measure are about equal to those in the Payne-Aldrich law, however, and Senator Smoot of Utah, who drafted the new schedule, says some of the other rates are as high as corresponding provisions in schedule K, while others are lower.

Paddy or rough rice, 3/8 cent pound; Fordney, 1 cent; Payne-Aldrich, 3/4 cent; Underwood, 3/8 cent. Milled rice, 1 cent pound; Fordney and Payne-Aldrich, 2 cents; Underwood, 1 cent.

Macaroni, noodles, etc., 2 cents pound; Fordney and Payne-Aldrich, 1½ sents; Underwood, 1 cent.

Eggs of poultry, in the shell, 8 cents dozen; Fordney, 6 cents; Payne-Aldrich, 5; Underwood, free; whole eggs, egg yolks and egg albumen, frozen or prepared 6 cents pound; Fordney, 4; Payne Aldrich and Underwood, 3. Dried whole eggs, dried egg yolk and dried egg albumen, 18 cents pound; Fordney and Payne Aldrich, 16; Underwood, 10.

Horses and mules, $30 head to 20 percent; Fordney, same; Payne Aldrich, $30 to 25 percent; Underwood, 10 percent.

Black or silver foxes, $200 per head; Fordney, $350; Payne Aldrich, 20 percent; Underwood, 10 percent.

Fish, fresh, frozen or packed in ice: Halibut, salmon and sword, 2 cents pound; Fordney and Payne Aldrich, 1 cent; Underwood, free; other fish 1 cent pound.

Fish, packed in oil and other substances, 30 percent; Fordney, 26 percent; Payne Aldrich, 30 percent; Underwood, 15 to 25.

Peanuts, unshelled, ¾ cent pound; shelled, 1½ cents pound. Fordney, 3 and 4; Payne Aldrich, ½ and 1; Underwood, ⅜ and ¾.

Walnuts, unshelled, four cents pound; shelled, 12 cents; Fordney, 2½ and 7½; Payne-Aldrich, 3 and 5; Underwood, 2 and 4.

Pecans, unshelled, 1 cent; shelled 2 cents pound; Fordney, same; Payne-Aldrich and Underwood, 1 cent.

Beans, green, ½ cent; dried, 2 cents; Fordney, ½ and 1¾; Payne-Aldrich, 45 cents bushel; Underwood, 25 cents bushel.

Sugar beets, 80 cents ton; others, 17 percent; Fordney, same; Payne-Aldrich, 10 and 25 percent; Underwood, 5 percent.

Hay, $3 a ton; Fordney and Payne-Aldrich, $4; Underwood, $2.

Brans, shorts and other by-product feeds, 10 percent; Fordney, 15 percent; Payne-Aldrich and Underwood, unclassified.

Hides of cattle of bovine species, green, 2 cents pound; dried, 4 cents pound; Fordney, Payne-Aldrich and Underwood, free.

Boots and shoes, chief value of hides of cattle of bovine species, 12 cents pair and 5 percent ad valorem; in chief value of leather, not specifically provided for, 6 cents pair; Fordney, free; Payne-Aldrich, 10 percent; Underwood, free.

Boots, shoes, or other footwear, the uppers of which composed chief value of wool, cotton, etc., 40 percent; Fordney, 25 percent; no corresponding provision; Payne-Aldrich and Underwood laws.

Band, bend, rough and sole leather, 3 cents pound and 5 percent; belting and harness leather, 4 cents and 5 percent; calf and veal skins, tanned, 15 percent, patent or enameled leather from battle hides, 7½ cents square foot and 15 percent; other patent, or enameled, 5 cents square foot and 15 percent; case, bag, fancy and bookbinders' leather and all other not specifically provided for, made of cattle of bovines, 25 percent; same made of other leather, 15 percent; Fordney, free; Payne-Aldrich, 5 percent to 15 percent; Underwood, free.

Bags, satchels, card cases, etc., chief value of leather, or parchment, 40 percent ad valorem; Fordney, 25 percent; Payne-Aldrich, 50 percent; Underwood, 30 percent.

Gloves, chief value of leather, men's, not over twelve inches long, $5 per dozen pairs; Fordney, $4; Payne-Aldrich, $3 to $4; Underwood, some free, others $1 to 2.50 per dozen pairs. Women's and children's gloves not over twelve inches long, $4 per dozen pairs; Fordney, $3; Payne-Aldrich, $1.25 to $2.50; Underwood, some free, others $1 to $2. On both men's and women's gloves an additional 50 cents of duty is added for each additional inch in excess of 12 inches in length. Harness, saddled and saddlery, 35 percent; Fordney, free; Payne-Aldrich, 35 percent; Underwood, free.

Wools and hair of the Angora goat, Cashmere goat, Alpaca and other like animals, 33 cents per pound on the clean content; Fordney, 25 cents; Underwood, free (X). Wools, unmixed, and hair of the camel, in the grease, 12 cents pound; washed, 18 cents; scoured, 24 cents; Fordney, not in excess of 7 cents pound; Underwood, free; imported on the skin, 11 cents pound; Fordney, not in excess of 6 cents, Underwood, free.

Top waste, 33 cents per pound; Fordney, 25 cents; Underwood, free. Oils, 21 to 26 cents a pound; Fordney, 16 to 20 cents; Underwood, free; other wool waste and shoddy, 18 cents pound; Fordney, 14 cents; Underwood, free.

Manufactured, 36 cents pound and 25 percent; Fordney, 16 2-3 cents pound and 10 percent to 27½ cents pound and 10 percent; Underwood, 8 percent.

Pile fabrics, 45 cents pound and 55 percent to 39 cents and 40 percent; Fordney, 20 cents pound and 15 percent to 30 cents and 20 percent; Underwood, 18 to 25 percent.

Woven fabrics, 40 cents pound and 50 percent to 40 cents and 55 percent; Fordney, 30 cents and 22 percent to 36 cents and 27½ percent; Underwood, 25 to 40 percent.

Clothing and articles of wearing apparel not knit, 26 cents pound and 40 percent to 39 cents pound and 55 percent; Fordney, 20 cents and 25 percent to 36 cents and 30 percent; Underwood, 35 percent.

Carpets and rugs, 30 percent to 55 percent; Fordney, 1 to 5 cents; square foot, 20 to 30 percent; Underwood, 20 to 50 percent.

All manufactures of wool not specifically provided for, 55 percent ad valorem; Fordney, 25 percent; Underwood, 35 percent.

*It would be provided that such wools could be imported under bond and if within three years satisfactory proof were furnished that they had been used in the manufacture of rugs, carpets or any other floor coverings, the duties would be remitted.

Long staple cotton, 7 cents pound; Fordney, Payne-Aldrich and Underwood, free.

Short staple cotton, free as in Fordney, Payne-Aldrich and Underwood.

Cotton yarns, including warps, not bleached, dyed, colored, combed or plied, of numbers not exceeding No. 100, not less than 5 percent and, in addition, for each number, one-quarter of 1 percent; of numbers exceeding No. 100, not less than 30 percent; Fordney same, except minimum per number rate, one-quarter of 1 percent, and maximum, 25 percent; Payne-Aldrich minimum, 15 percent; Underwood, 5 to 25 percent.

Cotton yarn, including warps, bleached, dyed, colored or plied, of numbers not exceeding No. 100, not less than 10 percent ad valorem and in addition for each number ¼ of 1 percent; numbers exceeding No. 100, not less than 35 percent, with a further provision that where such yarns are printed, dyed or colored with vat dyes, they shall pay an additional duty of 5 percent; Fordney minimum 7 percent, with minimum per number 1-5 of 1 percent and higher numbers not less than 27 percent; Payne-Aldrich not less than 20 percent on numbers less than 140; Underwood, 7½ percent to 27½ percent.

Cotton wastes, silver and roving, 10 percent; Fordney, 5; Payne-Aldrich, 20; Underwood, 5.

Cotton cloth, not bleached, printed or dyed, containing yarn not exceeding No. 100, not less than 15 percent, and in addition

(Continued on Page 13)

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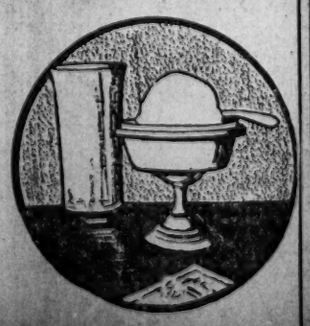

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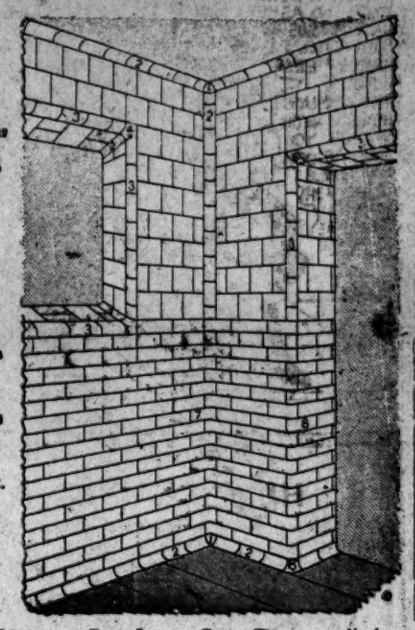

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WELL, WALK ALONG WITH YOUR SHOULDERS HUMPED AND TALK LIKE I DO, ITS EASY!
I'LL RAP ANY BOOB A WALLOP ON THE COCO FOR TWO PINS OR I'LL BE DOG BLASTED, THAT'S THE KIND OF A GUY I AM!
ISN'T THE WEATHER HANDSOME THIS TIME OF THE YEAR?- I HOPE YOU LIKE CHARADES, SEE, I'M TALKIN' LIKE YOU SEE!
GOODNESS GRACIOUS, THERE'S NO SENSE TO WHAT YOU WERE SAYING, MY DEAR CHAP!
WELL, YOU WAS TALKIN' LIKE A FISH YOURSELF, YOU BIG SAP!
MY GOODNESS, I SEE NOTHING DIFFICULT IN TALKING LIKE I DO!- IT IS VERY SIMPLE!
HOLY SMOKE, IT'S A CINCH TO TALK LIKE I DO!- GOSH, I CAN DO IT WITH MY EYES SHUT!
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New U. S. Tariff Proposals

(Continued from Page 12)

for each number ¼ of 1 percent; when exceeding No. 100, not less than 40 percent; Fordney, 15 to 40 percent, with a minimum of 1-5 of 1 percent for each number; Payne-Aldrich, non-comparable, different classification; Underwood, 7½ percent to 25½ percent.

Cotton cloth dyed, made of similar yarns, not less than 15 percent ad valorem to 45 percent ad valorem and 3-10 of 1 percent ad valorem per number below No. 100; Fordney, from 13 to 33 percent and 1-5 of 1 percent per number; Payne-Aldrich non-comparable; Underwood, 10 percent to 30 percent.

Tire fabrics or fabric for use in pneumatic tires, including cord fabric, 25 percent; Fordney and Underwood, same; Payne-Aldrich, 45 percent.

Pile fabrics, including plush or velvet ribbons, 55 percent; Fordney, 33 1-3 percent; Payne-Aldrich minimum of 47½ percent; Underwood, 40 percent.

Table damask, 40 percent; Fordney, 28; Payne-Aldrich, 40; Underwood, 25.

Sheets, pillow cases, blankets and towels, 30 percent; Fordney, 20; Payne-Aldrich, 45; Underwood, 25.

Knit fabrics, 35 to 60 percent. Fordney, 23 to 35, Payne-Aldrich, 45; Underwood, 30.

Gloves, if single fold and not over eleven inches long, $2 per dozen pairs and for each additional inch 10 cents per dozen; if two or more fold, $3.50 per dozen and 10 cents per dozen; other fabric knit gloves, 50 percent; woven fabric, 40 percent, Fordney, 23 to 40 percent; Payne-Aldrich, 40 to 50 percent; Underwood, 35 percent.

Hose and half hose, 70 cents per dozen pairs to 80 percent; Fordney, 35 cents to 35 percent; Payne-Aldrich, 70 cents to 55 percent; Underwood, 70 cents to 50 percent.

Underwear and all other wearing apparel, finished or unfinished 40 cents per dozen and 12½ percent to 40 percent; Fordney, same; Payne-Aldrich, 60 cents and 15 percent to 50 percent; Underwood, 30 percent.

Lace window curtains, nets, netting and bed sets, minimum 60 percent; Fordney minimum, 40 percent; Payne-Aldrich minimum, 50 percent; Underwood, 35 to 60 percent.

Handkerchiefs and mufflers, 10 to 40 porcent; Fordney, 10 to 30 percent; Payne-Aldrich, 10 to 55 percent; Underwood, 25 to 30 percent.

Shirt collars and cuffs, 35 cents dozen and 15 percent; Fordney 25 cents and 12½ percent; Payne-Aldrich, 45 cents and 15 percent; Underwood, 30 percent.

Partly manufactured, including noils, 55 cents pound, but not less than 35 percent ad valorem; Fordney, 35 cents and not less than 25 percent; Payne-Aldrich, 35 cents pound; Underwood, 20 cents pound.

Spun silk, not less than 40 percent; Fordney, not less than 26 percent; Payne-Aldrich, not less than 35 percent; Underwood, 35 percent.

(The Senate bill includes artificial silk in both of the foregoing paragraphs).

Woven fabrics in the piece, 57½ cents pound to a maximum of 55 percent ad valorem; Fordney, 57½ cents pound to 33 1-3 percent; Payne-Aldrich, 70 cents to $3.50 per pound; Underwood, 45 percent.

Plushes, including hatters' plush, $1 to $2.40 per pound, but not less than 60 percent ad valorem; Fordney, not less than 33 1-3 percent, with hatters' plush eliminated; Payne-Aldrich, $1 to $2.40; Underwood, 50 percent.

Knit fabrics in the piece, 55 percent; Fordney, 35 percent; Payne-Aldrich, 60 percent; Underwood, 50 percent.

Knit underwear, hose and gloves, 60 percent; Fordney, 40 percent; Payne-Aldrich, 60 percent; Underwood, 50 percent.

Sweaters and other knit outerwear, 60 percent; Fordney, 40 percent; Payne-Aldrich, 60 percent; Underwood, 50 percent.

Handkerchiefs and woven mufflers, 55 to 60 percent; Fordney, 3 1-3 to 40 percent; Payne-Aldrich, 50 to 60 percent; Underwood, 40 to 50 percent.

Clothing and articles of wearing apparel of every description not specially provided for, 60 percent ad valorem. Fordney, 40 percent; Payne-Aldrich, 60 percent; Underwood, 50 percent.

All manufacturers of silk not specially provided for, 60 percent; Fordney, 35 percent; Payne-Aldrich, 50 percent; Underwood, 45 percent.

Yarns of artificial or imitation silk, not less than 35 percent; Fordney, not less than 23 percent; Payne-Aldrich, not less than 30 percent; Underwood, 35 percent.

Knit goods, ribbons and other fabric of artificial or imitation silk, 45 cents per pound and 60 percent; Fordney, 45 cents and 37½ percent; Payne-Aldrich, 45 cents and 60 percent; Underwood, 60 percent.

Flax, hemp and jute: Flax straw, $2 a ton; Fordney, same; Payne-Aldrich, $5; Underwood, free.

Hemp, 2 cents a pound; Fordney, ¾ cent; Payne-Aldrich, $22.50 a ton; Underwood, free.

Table damask, 50 percent; Fordney, 28; Payne-Aldrich, 50; Underwood, 35.

Towels and napkins, 50 to 60 percent; Fordney, 28; Payne-Aldrich, 50; Underwood, 36. Sheets and pillow cases, 50 percent; Fordney, 28; Payne-Aldrich, 50; Underwood, 35.

Handkerchiefs, 50 to 60 percent; Fordney, 33½ to 36; Payne-Aldrich, 50 to 55; Underwood, 35 to 40.

Clothing and articles of wearing apparel, 35 percent; Fordney, 33 1-3; Payne-Aldrich, 50; Underwood, 40. Shirts, collars and cuffs, 40 cents dozen and 20 percent; Fordney, 28 cents dozen and 17 percent; Payne-Aldrich, 40 cents and 20 percent; Underwood, 30 percent.

Jute bags, 1 cent pound and 15 percent; Fordney, 1 cent and 17 percent; PayneAldrich, ¾ cent and 15 percent; Underwood, 10 percent.

Linoleum, 35 percent; Fordney, 28 percent; Payne-Aldrich, 8 cents yard and 15 percent to 20 cents yard and 20 percent; Underwood, 20 to 35 percent.

China, Japan and India straw matting, 3 cents square yard; Fordney, same; Payne-Aldrich, 3½ cents; Underwood, 2½ cents.

Cocoa fiber or rattan matting, 9 cents square yard; Fordney, same; Payne-Aldrich, 8; Underwood, 5.

TOBACCO AND MANUFACTURE

Wrapped and filler, unstemmed, $2.35 a pound; Fordney, $2.10 a pound; Payne-Aldrich and Underwood, $1.85; stemmed $3 pound; Fordney, $2.75; Payne-Aldrich and Underwood, $2.50.

All other tobacco, manufactured or unmanufactured, not specifically provided for, 55 cents a pound; Fordney, Payne-Aldrich and Underwood, same; scrap tobacco, 35 cents pound; Fordney and Payne-Aldrich, 35 cents; Underwood, 35 cents.

Snuff and snuff flour and tobacco stems, 55 cents pound; Fordney, same; Payne-Aldrich and Underwood, 55 cents with stems free.

Cigars, cigarettes, cheroots of all kinds, $4.50 a pound and 25 percent; Fordney, Payne-Aldrich and Underwood, same.

Fire brick, 15 percent to 35 percent; Fordney, 10 to 20 percent; Payne-Aldrich, 30 to 35 percent; Underwood, 10 to 15 percent.

Cement, 5 cents per 100 pounds; Fordney, same; Payne-Aldrich, 8 cents; Underwood, free.

Lime, 10 cents per 100 pounds; Fordney, same; Payne-Aldrich, 5 cents; Underwood, 5 percent.

Crude magnesite, 5-16 of 1 cent per pound; Fordney, ⅛ cent; Payne-Aldrich and Underwood, free.

Plaster rock, crude, 25 cents per ton; Fordney, same; Payne-Aldrich, 30 cents; Underwood, 10 percent.

Fullers earth, unwrought and unmanufactured, $'.50 per ton; Fordney and Payne-Aldrich, same; Underwood, 75 cents.

Wrought or manufactured, $3.25 per ton; Fordney and Payne-Aldrich, $3; Underwood, $1.50.

Earthenware and crockery, 45 percent to 50 percent; Fordney, 25 to 28 percent; Payne-Aldrich, 55 to 60; Underwood, 35 to 40.

China, porcelain and other vitrified wares, 60 to 70 percent; Fordney, 35 to 40 percent; Payne-Aldrich, 55 to 60 percent; Underwood, 50 to 55 percent.

Glass bottles, vials and jars, not less than 50 percent ad valorem; Fordney, 28 percent; Payne-Aldrich, 40 percent; Underwood, 30 percent.

Cylinder crown and sheet glass, unpolished, from 1¼ cents to 4 cents per pound; Fordney, same; Payne-Aldrich, 1⅜ to 1¼ cents; Underwood, ⅞ cent to 2 cents. Polished: Four cents per square foot to 15 cents per square foot; Fordney, 5 to 15 cents; Payne-Aldrich, 4 to 15 cents; Underwood, 3 to 10 cents.

Rough plate glass, ¾ cent per square foot to 1½ cents per square foot; Fordney, same; Payne-Aldrich, ¾ cent to 1¾ cents; Underwood, ½ cent to 1 cent; cast polished plate glass, 12½ cents per square foot to 17½ cents per square foot; Fordney, 11 cents to 20 cents; Payne-Aldrich, 10 cents to 22½ cents; Underwood, 6 cents to 12 cents.

Silvered cast polished plate glass, 13½ cents to 21 cents per square foot; Fordney, 11 cents to 22½ cents; Payne-Aldrich, 11 cents to 25 cents; Underwood, 7 cents to 13 cents. Spectacles, eyeglasses and goggles, 20 cents per dozen and 15 percent to 40 percent; Fordney, same; Payne-Aldrich, 20 cents per dozen and 15 percent to 50 percent; Underwood, 35 percent.

Optical glass, 55 percent ad valorem; Fordney, 35 percent; Payne-Aldrich and Underwood, free; photographic and projection lenses, opera and field glasses, telescopes, microscopes, etc., 55 percent ad valorem; Fordney, 35;

(Continued on Page 14)

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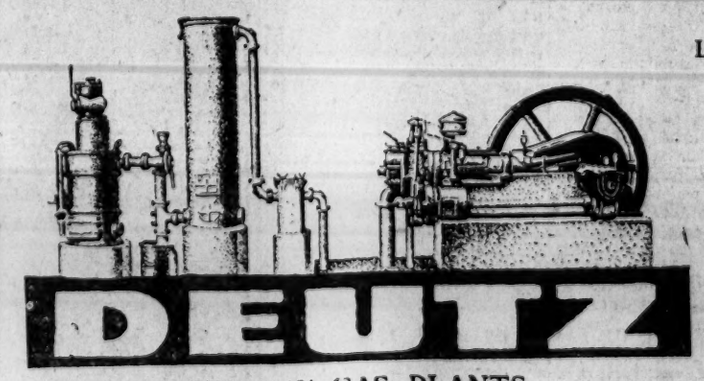
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New U. S. Tariff Proposals

(Continued from Page 13)

Payne-Aldrich, 15; Underwood, 25 to 35.

Marble, breccia and onyx, 65 cents per cubic foot to 1 per cubic foot, Payne-Aldrich and Fordney, same; Underwood, 50 to 75 cents. Granite sandstone, limestone and other building stone, hewn, dressed or polished, 50 percent ad valorem; Fordney, 40 percent; Payne-Aldrich, 50 percent; Underwood, 25 percent; not dressed, hewn or polished, 15 cents per cubic foot; Fordney, same; Payne-Aldrich, 10 cents; Underwood, 3 cents.

Grindstones, $1.75 per ton; Fordney, $2; Payne-Aldrich, $1.75; Underwood, $1.50.

Slate and manufactures, 15 per cent ad valorem; Fordney, 17; Payne-Aldrich, 20; Underwood, 10.

Logs of fir, spruce, cedar or Western hemlock, $1 per thousand feet board measure; Fordney, same; Payne-Aldrich and Underwood, free.

Sawed boards, planks and all forms of Spanish cedar, lignum vitae, ebony, mahogany, rosewood, and other cabinet woods, 15 percent; Fordney and Payne-Aldrich, same; Underwood, 10 percent.

Veneers of wood and wood unmanufactured, 20 percent; Fordney and Payne-Aldrich, same; Underwood, 15 percent.

Paving posts, railroad ties and telephone and telegraph, trolley and similar poles, 10 percent; Fordney, Payne-Aldrich and Underwood, same.

Pickets, palings, staves, 10 percent; Fordney, same; Payne-Aldrich, 10 to 35; Underwood, free.

House of cabinet furniture wholly or in chief value of wood, 35 percent; Fordney, 25; Payne-Aldrich, 35; Underwood, 15.

Dye intermediates, 50 percent ad valorem and 7 cents a pound; Fordney, 30 and 7; Payne-Aldrich, 20 percent; Underwood, 15 percent.

Finished dyes, 60 percent ad valorem and 7 cents a pound; Fordney, 35 and 7; Payne-Aldrich, 30 percent; Underwood, same.

Opium, crude or unmanufactured and not unadultured, $3 pound; Fordney same; Payne-Aldrich, $1.50; Underwood, $3.

Cocaine, $2.60 ounce; Fordney, $2; Payne Aldrich, $1.50; Underwood, $2.

Perfumery, cosmetics, tooth soaps and other toilet preparations if containing alcohol, 40 cents a pound and 60 percent; if not containing alcohol, 60 percent; Fordney same; Payne-Aldrich, 60 cents and 50 percent if containing alcohol, 60 percent without; Underwood same as Senate and Fordney bills.

Pigments, colors, stains and paints, 25 percent; Fordney same; Payne-Aldrich, 30 to 35; Underwood, 15.

Plasters, healing or curative, of all kinds, 25 percent ad valorem; Fordney, 15 percent; Payne-Aldrich, 25 percent; Underwood, 15 percent.

Soaps, 5 percent to 50 percent; Fordney, 15 to 30 percent; Payne-Aldrich, 20 to 50 percent; Underwood, 5 to 30.

These oils could be imported under bond and if proof were furnished within three years that they had been used in the manufacture of non-edible articles the duties would be remitted.

Tissue, including stereotype, India and Bible, 4 cents per pound and 15 percent to 6 cents per pound and 15 percent; Fordney, 4 and 15 to 6 and 15; Payne-Aldrich, 5 cents; Underwood, 7 percent.

Writing paper, etc., 3 cents per pound and 15 percent; Fordney and Payne-Aldrich same; Underwood 25 percent.

Books of all kinds, bound or unbound, not specifically provided for 25 percent ad valorem; Fordney 20 percent; Payne-Aldrich 25 percent; Underwood 15 percent if of bona fide foreign authorship 15 percent ad valorem.

Playing cards, 10 cents pack or 20 percent ad valorem; Fordney 60 percent; Payne-Aldrich 10 cents and 20 percent; Underwood 60 percent.

Watch movements, in the case or otherwise, 70 cents each to $10.75 each; Fordney same; Payne-Aldrich 70 cents to $3 and 25 percent; Underwood, 30 percent. Watch cases and parts of watches 50 percent; Fordney 55 percent; Payne-Aldrich 40 percent; Underwood 30 percent. Watch crystals, 60 percent; Fordney and Payne-Aldrich 40 percent; Underwood 30 percent.

Diamonds and other precious stones, uncut and not set, 10 percent; Fordney and Underwood free; Payne-Aldrich free. Pearls and parts, not set or strung, 20 percent; Forney and Underwood same; Payne-Aldrich 10 percent. Diamonds, corals, rubies, cameos and other precious and semi-precious stones, cut and suitable for use in manufacture of jewelry 20 percent; Fordney and Underwood same; Payne-Aldrich 10 percent. Imitation pearls, precious or semi-precious stones, 60 percent; Fordney 45 percent; Payne-Aldrich and Underwood 20 percent.

Jewelry, commonly or commercially known, valued about 20 cents per dozen pieces, 80 percent; Fordney 55 percent; Payne-Aldrich and Underwood, 60 percent. Rope, curb, cable and fancy patterns of chains valued above 30 cents per yard and articles valued above 20 cents per dozen pieces, 80 percent; Fordney 55 percent; Payne-Aldrich different classifications; Underwood 60 percent.

Hats, bonnets and hoods of straw, palm leaf, willow, horse hair, hemp, etc., 35 percent to 50 percent; Fordney, 25 to 33 1-3; Payne-Aldrich, 35 to 50; Underwood, 25 to 40.

Prepared bristles, 8 cents pound; Fordney and Underwood, 7; Payne-Aldrich, 7½.

Buttons of horn, vegetable ivory pearl or shell, 1 to 2 cent per line gross and 40 percent; Fordney and Payne-Aldrich, ¾ cent to 1½ cents and 15 per cent; Underwood, 35 percent to 45 per cent; agate buttons, 15 percent; Fordney, Payne-Aldrich and Underwood, same.

Dolls and toys, 70 percent; Fordney, 40; Payne-Aldrich and Underwood, 35.

Fire crackers, 8 cents pound; Fordney and Payne Aldrich, same; Underwood, 6 cents; other fireworks, 12 cents pound; Fordney and Payne-Aldrich, same; Underwood, 10 cents.

Matches, 12 cents gross; Fordney and Payne-Aldrich, 6 cents; Underwood, 3 cents.

Furs dressed on the skin, 30 percent; Fordney and Payne-Aldrich, 20 percent; Underwood, 30 percent. Manufactures of fur, 40 percent; Fordney and Payne-Aldrich, 35; Underwood, 40.

Wearing apparel, composed in chief value of furs, 50 percent; Fordney, Payne-Aldrich and Underwood, same.

Hatters' furs, 35 percent; Fordney, 22; Payne-Aldrich, 20; Underwood, 15.

Fancy fans, 50 percent; Fordned, 40; Payne-Aldrich and Underwood, 50.

Human hair, 10 to 20 percent, Fordney and Underwood, same; Payne-Aldrich, raw, free; drawn, 20 percent.

Hats, caps, bonnets, chief value of fur, from $1.50 to $16 per dozen and 30 percent; Fordney, $1.50 to $16 and 20 percent; Payne-Aldrich, $1.50 to $7 and 50 percent. Underwood, 45 percent.

Laces, including burnt out laces, lace window curtains, wearing apparel, etc., 90 percent; Fordney, 45 percent; Payne-Aldrich, 60 percent to 15 cents pound and 60 percent; Underwood, 60 percent; embroideries, wearing apparel and other articles embroidered in any manner, 75 percent; Payne-Aldrich, 50 cents pound and 60 percent; Underwood, 60 percent.

Works of art, including paintings, 25 percent; Fordney and Underwood, 15 percent; Payne-Aldrich, 15 to 25 percent.

No Worry Over Coal

People in 2,100 residences in Tacoma, Wash., are not worried about the coal strike. Their houses are satisfactorily heated by electricity from the municipal water power plant in one of the largest experiments of domestic heating by electricity in the country. The city finds the arrangement profitable, as the domestic use in the morning and evening hours supplements the industrial demand which is largest from 8 a.m. to 4 p.m. and saves power.

Astronomers Are Helped In Study Of "Wanderers"

Anyone can engage in astronomical research and do his part in accomplishing valuable scientific work by the careful observing and recording of the flights of meteors, meteorites and fire balls. Professional astronomers would welcome the aid of the amateur in this particular field of research which requires no telescopes. For this work only star charts are needed. Since telescopes are not needed for the work, this field of endeavor is open to all. A knowledge of the principal constellations and their brightest shars, which is easily obtained from a study of the star charts, is required for an accurate estimate of the brightness of the meteors and the direction of their flight through the heavens.

More meteors are seen in the early morning hours preceding dawn than at any other time. We are then on the forward side of the earth and so are more likely to meet meteors moving in the usual west to east direction. Meteors that are encountered during the night are moving in the retrogade or east to west direction or else are overtaking the earth in its orbit, which happens more rarely. For this reason meteor observing is particularly suited to those who are abroad just before dawn, though meteors may be seen at all hours of the night.

The connection between meteors, meteorites and fire balls is not definitely known but it is a significant fact that the most meteorites are seen during the months of May, June and July when meteor swarms and showers are least prevalent. Analyses show that meteorites come from regions that are deficient in oxygen and where hydrogen, chlorine, phosphatic and sulphurous gases are abundant. They do not contain substances that are found in abundance in the earth's crust. To determine the nature and origin of the meteorites as distinguished from meteors, which are entirely consumed by friction in the earth's atmosphere, is one of the objects of systematic observations of these objects.

The solution of many problems of meteoric astronomy—such as the height of the earth's atmosphere, the direction of air currents at high altitudes and the relation of comets to swarms of meteors—depends upon careful observations of the flights of meteors by amateurs.

Here are some of the most essential points to be recorded by the observer: The time—day, hour and minute—of the appearance of the meteor. Its course across the heavens with reference to the fixed stars. Its brightness and size compared to one of the brighter stars or planets. Its color, whether reddish, yellow, white or bluish-white. The form of the trail, if observable. Does it flash across the heavens, emit sparks, separate into two or more parts or burst? An estimate of the duration of the flight is very important and can best be made by counting seconds while observing the flight. It should also be noticed whether the velocity varies in different parts of its course. The observer should note whether the meteor leaves a trail of smoke and if so how long it remains visible—sometimes several hours—and what form it takes. The color of the smoke should also be noted.

If the meteor is accompanied by a sound how many minutes pass from the first appearance of light to the first sound, often five minutes, and how long does the sound last? The sound should be described—whether, for instance, it is like thunder or the sharp report of a pistol, or has a hissing, humming, or crackling sound.

Though these suggestions for the observations of meteors are by no means exhaustive they will give the observer some idea of the kind of information that will be of value to the astronomer.

WHAT SCIATICA IS.

Sciatica is neuralgia of the sciatic nerve and the treatment should be the same as for other forms of neuralgia.

So many severe cases of sciatica have been helped by Dr. Williams' Pink Pills that every sufferer is justified in giving the treatment a thorough trial.

Sciatica, being an inflammation of the nerve, may arise from many causes, pressure on the nerve, a fall upon the thighs, lifting heavy weights or exposure such as most army veterans have undergone.

Sciatica is stubborn in resisting treatment and the patient frequently suffers for years. Dr. Williams' Pink Pills do not simply relieve pain but they correct diseases caused by depraved or vitiated blood. They are also efficacious for the treatment of even the most severe nervous disorders.

Dr. Williams' Pink Pills are a non-alcoholic tonic particularly suited for nervous people. Your own druggist sells them, or they will be sent by the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai, price $1.50 per bottle, $8 for 6 bottles, post free.

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Dance Selections.

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18882.	Swanee River Moon	Med Waltz	International Orchestra.
18882.	Do It Again!	Fox Trot.	Whiteman's Orchestra.
18890.	California	Fox Trot.	Club Royal Orchestra.
18890.	Who Believed In You?	Fox Trot.	All Star Trio. & Orch.
18885.	Every Day	Fox Trot.	Smith's Orchestra.
18885.	Rose of Stamboul	Waltz	Smith's Orchestra.
18888.	No Use Crying	Fox Trot.	All Star Trio. & Orch.
18888.	Teasin'	Fox Trot.	All Star Trio. & Orch.
18889.	You Can Have Every Light On Broadway		International Orch.
18889.	Lovey Dove	Fox Trot.	Club Royal Orchestra.
18891.	Some Sunny Day	Fox Trot.	Whiteman's Orchestra.
18891.	Rosy Posy	Fox Trot.	Club Royal Orchestra.

Tuneful Vocal Selections.

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18884.	Pick Me Up and Lay Me Down in Dear Old Dixieland	Peerless Quartet.
18892.	Gee! But I hate to Go Home Alone	Victor Roberts.
18892.	Don't Feel Sorry for Me	Victor Roberts.
18893.	Make up, Little Girl, You're just dreaming	Burr.
18893.	Its a wonderful world after all	Chas. Harrison.

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Sergeant York's Own Story

(Continued from Page 12)

just full of grease, and I had to clean that old gun for inspection. So I had a hard time to get that old gun clean, and oh, those were trying hours for a boy like me trying to live for God and do his blessed will. . . . Then the Lord would help me to bear my hard tasks.

"So there I was. I was the homesickest boy you ever seen."

This same little red book contains Sergeant York's own story of the exploit Marshal Foch called "the greatest thing accomplished by any private soldier of all the armies of Europe." Wrote the American:

"On the 7th day of October we lay in some little holes on the roadside all day. That night we went out and stayed a little while and came back to our holes, the shells bursting all around us. I saw men just blown up by the big German shells which were bursting all round us.

"So the order came for us to take Hill 223 and 240 the 8th.

"So the morning of the 8th just before daylight, we started for the hill at Chatel Chehery. Before we got there it got light and the Germans sent over a heavy barrage and also gas and we put on our gas-masks and just pressed right on through those shells and got to the top of Hill 223 to where we were to start over at 6:10 a.m.

"They were to give us a barrage. The time came and no barrage, and we had to go without one. So we started over the top at 6:10 a.m. and the Germans were putting their machine guns to working all over the hill in front of us and on our left and right. I was in support and I could see my pals getting picked off until it almost looked like there was none left.

"So 17 of us boys went around on the left flank to see if we couldn't put those guns out of action.

"So when we went around and fell in behind those guns we first saw two Germans with Red Cross bands on their arms.

"Some one of the boys shot at them and they ran back to our right.

"So we all ran after them, and when we jumped across a little stream of water that was there, there was about 15 or 20 Germans jumped up and threw up their hands and said, 'Comrade.' The one in charge of us boys told us not to shoot, they were going to give up anyway.

"By this time the Germans from on the hill was shooting at me. Well I was giving them the best I had.

"The Germans had got their machine guns turned around.

"They killed 6 and wounded 3. That just left 8 and then we got into it right. So we had a hard battle for a little while."

This modest reference to "a hard battle for a little while" covers the affair of one man fighting single-handed against a hundred Germans in machine-gun nests. The story continues:

"I got hold of a German major and he told me if I wouldn't kill any more of them he would make them quit firing.

"So I told him all right. If he would do it now.

"So he blew a little whistle and they quit shooting and came down and gave up. I had about 80 or 90 Germans there.

"They disarmed and we had another line of Germans to go through to get out. So I called for my men and one answered me from behind a big oak tree and the other men were on my right in the brush.

"So I said, 'Let's get these Germans out of here.' One of my men said, 'It's impossible.' So I said, 'No, let's get them out of here.'

"When my men said that this German major said, 'How many have you got?'

"And I said, 'I got a plenty,' and pointed my pistol at him all the time.

"In this battle I was using a rifle or a 45 Colt automatic pistol.

"So I lined the Germans up in a line of twos and I got between the ones in front and I had the German major before me. So I marched them right straight into those other machine guns, and I got them. When I got back to my Major's P. C. I had 132 prisoners.

"So you can see here in this case of mine where God helped me out. I had been living for God and working in church work sometime before I came to the army. I am a witness to the fact that God did help me out of that hard battle for the bushes were shot off all around me and I never got a scratch.

"So you can see that God will be with you if you will only trust Him, and I say He did save me."

Alvin York's supreme reward of heroism is the York Foundation. After a farm had been given him,

He asked that no other gifts be made, but instead the money be contributed to a fund to build simple, primary schools throughout the mountain districts where there were no state or county appropriations available for the purpose. Of the fund, not a dollar was to be for his personal use, nor for any effort he might put forth in its behalf.

So again the form of Sergeant York rose out of the valley, above the mountains, and the sunlight of the nation's approval, fell upon it. Men of prominence volunteered to aid him in his efforts for the children of the mountains, and the result was the incorporation of the York Foundation, a non-profit-sharing organisation, that is to build schoolhouses and operate schools. Among the trustees are an ex-Secretary of the United States Treasury, bishops of the churches, a state governor, a congressman, bankers, lawyers and business men. The fund is already a substantial one, steadily growing, and success is assured.

In connection with each school is to be land to be tilled by the students as a farm, and besides providing instruction in agriculture, the farm is to aid in the support of the school, and no child of the community is to miss the opportunity to attend through inability to pay the tuition charge. As each unit becomes self-supporting, another school is to be established in a new district.

In this new endeavor Alvin wished to do what he could to shield the boys now at play among the red brush upon the mountainsides from being compelled to say, after they had grown to young manhood, what he himself had been forced to confess: "I'm just an ignorant mountain boy."

Typewriter Writes Words At One Touch

There is a new thing in typewriters in the field; it writes at one touch words as well as letters. It is the invention of Wesley Henry Bennington, formerly of Eucyrus, O., now of New York.

It could scarcely be expected to write all words at a single touch, but the inventor has selected the twenty-two words that he found to be in most common use, either alone or as syllables of ordinary works. These are: "As, 000, at, all, are, be, by, but, for, he, it, in, is, if, not, of, on, to, the, we, was, you," which, according to the inventor, constitute approximately 31.8 percent of the words in common use, the sentence he selects as an example being:

"Now is the time for all good men to come to the aid of the party," in which nine of the sixteen words may be written on his typewriter each with a single touch.

Mr. Bennington uses a standard keyboard with extra keys for these words arranged on three sides of it.

The machine itself has several other features which it is claimed are improvements. These are an escapement lock which makes it possible to write in any direction; a return lever which when depressed by the little finger returns the carriage for a new line and two platen keys which feed the paper up or down by a single touch.

A young woman who is an expert on the typewriter makes the following comment on the new machine:

"No one who is accustomed to operating a standard make of typewriter is going to stop spelling out the little words, even if using this new one, for it would take more time to think of the word key than it does to spell the word out. But persons beginning to learn to typewrite will save time and trouble by using the new one."

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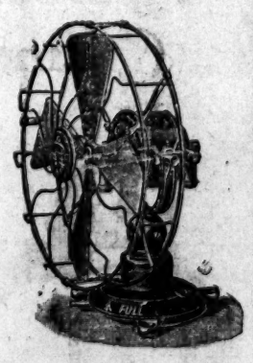
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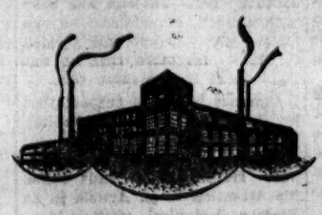
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How The Slicker FLAGGED The "Hot-Looker"

By George Ade

Once there was a Salesman who handled dried Fruits and registered from Saint Louey.

He could tell about the Big Bridge and the Union Station and had a fifteen-minute Spiel touching on and Appertaining to Desiccated Apples that was calculated to land the cross-roads Wanamaker.

Clarence, for such was his Name, had the Fatal Gift of beauty and he was Wise to the Fact. He hated to turn out the Light at Night and have all his Good Looks go to waste for Hours at a Stretch.

What Nature had failed to do for him he did for himself. He kept neatly shaved and put Lilac on his Eyebrows.

When Clarence had polished up his Rings with a piece of Chamois and got into his Coat with the Belt, and put on his fuzzy Hat, you may think that he despised himself, but he did not.

It was like breaking Home Ties for him to say good-by to a Mirror.

Whenever he unpacked at a Hotel he put a Photograph of Himself on the Dresser, so as to make the Room more cheerful.

Clarence was not entirely to blame for being so Popular with himself. A good many of the swellest Dining Room Girls on the Short Line between Herodsburg and Vandalia had fought for the Privilege of bringing him his Ribs and Feef with Brown Potatoes.

One Day it befell that Clarence, the Woman Catcher, was riding in a Day Coach and having a great deal of Trouble with his Cuffs because they would not stay out far enough.

Now and then he looked out of the Window, so as to give th Ladies behind a chance at his Profile.

At one of the Stations something with more than the usual number of Eyes and the Style of a Society Vamp blew into the Car and seated herself opposite fascinating Clarence.

He immediately began to do a Series of Living Pictures, at the same time sizing her carefully.

She was about the gowniest he had seen since pulling out of Sedalia, and he decided that it was up to him to get acquainted.

He knew that he was taking a Chance, but an ordinary Toss had no Terrors for one accustomed to grappling with the Country Trade.

So he took from his Grip a Copy of "Widow in Name Only," by Ethel Gilblitz, author of "Lingering Love," and the first thing she knew he was asking her if she wanted something to read.

Instead of trying to jump out of the window, she received him with a glad smile and moved over so as to make Room. At that Moment he realised that a Handsome boy with Nerve can put anything over.

In low musical Notes, something like the Bird Calls of the Forest, he told her about the House and the Bill of Goods he had sold in the last Town.

She listened with keen Interest and looked him right in the Eye, and never once did she call for Help.

It appeared to be the strongest Ten-Strike of his glorious Career as a Depot Flirt.

She wanted to know all about him, even to the Extent of sounding him on Literature and the Arts.

He told her that he preferred Billy Arlington's Blonds to William Gillette, and as for Books, he couldn't see H. G. Wells with a Spy-Glass.

His Views carried so much Weight that she began to take Notes in a little Book. She asked him how much he made in Commissions and Salary, and what amount he spent on Clothes and Finery as compared with his Outlay for Soul-Food. He began to wing a little and realised that he was up against a New Game; but he could not renig after making the first Play, so she Pumped him properly.

Finally she asked him for a Photograph, which she numbered thirty-two and filed away in a Blue Envelope.

After which she said that would be about all, and some invisible Force seemed to lift him back to the other side of the Car. As he sat there, slowly recovering, it occurred to him that he had neglected to get her Name and Address and make her promise to Correspond, which was very careless of him.

He thought some of making another Try, but she was busy with a Book, other than the one he had given to her, and seemed to have forgotten that he was right there in the same Car.

Clarence began to suspect that he had failed to Entertain her, but such was not the case.

He did not see her again, but next Month his Friends called his Attention to an Article in an Eastern Periodical, written by a Lady who had been investigating the Intellectual Awakening of the Middle West.

She gave Clarence quite a Send-Off and used his Picture, calling attention to the lack of Forehead and the Vacant Expression about the Eyes.

She said he was a Type of the Middle-Class Materialist, who cared more for Personal Adornment than for Mental Culture, but as far as she had been able to discover, by turning the Specimen over under the Microscope, there was nothing Vicious in his make-up.

He was simply a Case of Atrophied Cerebellum and Ingrowing Nerve.

Clarence could not get jerry to all the Long Words or he would have felt all cut up about it. As it was he decided not to correspond, even after learning her Name.

Moral—Many a Man is up against an Analysis when he is trying to make a Paralysis.

Ring Lardner Has His Say On Radios

By Ring W. Lardner

I don't suppose by this time personly I didn't raise no howl that they's more than a few families left in the world that ain't got a little radio in their home though personly we are still without one as you half to pay cash for same and any way they ain't nobody in my family that can tell a wave length from a lightning rod and if anything was to get out of order on our machine we would half to hire a piano tuner from Schenectady or somewheres.

But Great Neck has got its share of the machines and I been lucky enough to be invited to a cuple homes where they had them and will admit they are a great institution and libel to go a long ways towards keeping the men and boys in nights though in a good many cases I would rather they would have been out if I was mother.

The places I have been to hear them why they was connected with sending stations in Newark, Schenectady and Pittsburgh and if you didn't like the program that was going on one place why you could change plugs and switch to another which sounds like a grand scheme but the trouble with it is that you pretty near always seem to go from bad to worse.

Well we started out one night with Schenectady and heard a voice say that the program would open up with the baseball scores for that P. M. and he says St. Louis or somebody had beat N. Y. in the American League by a score of 6 to 4 and just as he said it the instrument let out a terrific blatt and I thought maybe it was Huggins squawking to one of the umpires but our host said it was static.

Whatever it was we did not hear no more baseball scores but personly I didn't raise no howl as I figure that a person that has got any kind of self control can wait for the morning papers to tell how the ball games come out a specialy in May.

Well the next number was a bed time story but it wasn't much more than 7 o'clock and wile that may be bed time in Schenectady why most of we Great Neck folks don't hardly ever turn in till 8 and sometimes ½ past so we switched off of Schenectady and cut in on WYZ which is code for Newark.

Well a gal started to sing I love you truly and I made the remark that no wonder they was so many murders in New Jersey and another of the boys said he didn't think they had been quite enough.

The next piece was a cornet solo which was mostly what they call triple tongue work and it would of drove me right to Pittsburgh if I had had my say but our host was a bug on cornet playing and set there beating time with his tongue till the last squawk.

When we finely got to Pittsburgh a man was just commencing a speech about a new expedition to the Pole but the next thing you know he was makeing a political speech about what a big mistake it would be to cut down the personal of our navy just at this time and here is his speech verbatim as near as I can remember same:

"With the far eastern question still unsettled in spite of the forward strides taken by the disarmament conference in Washington, now is surely not the time to reduce our static squawk blah ma-a-a-a.

"The present personal of the U. S. navy amounts to blatt, where as the least possible number of men who could man it properly would be a-a-a-a-a, buzz-z-z-z-z squawk.

"When asked the other day what he thought about the reduction in naval personal Asst. Secretary Roosevelt said ah-h-h-h-h, bizz-z, buzz-z.

"No country on the great green foot-stool desires peace more earnestly than the U. S. but bloh, bizz-z-z-z, dot, dash, two dots, dash, ma-a-a-a-a."

The host informed us that these last few noises was a police station cutting in, but I don't know if they got the guy or not.

His speech was followed up by a guy talking on the business outlook and he give quotations from the people that owns the steel Co. and owners of different big factories and dept. stores and they all seemed to think between blatts that the business outlook was pretty bright. This come as a big surprise because you take most capitalists and when you ask them for publication what they think about the business outlook they generally always break right down and cry.

The closeing number of the program from Pittsburgh or where ever we was switched to by that time was a reading from Shakespeare by one of these here gal elocutionists and this seemed to be the real bed time story of the evening or at least I noticed pretty near everybody in our party acting kind of sleepy before she was ½ way through with it.

Well they tell me around here that the theater managers and opera managers and etc. is kind of leery that the radio folks will sign up some of the star song birds and comedians and etc. and the next thing you know these people would be singing or springing their gags to a audience of 2 or 3 million people a night without the audience paying a nickel to hear them and in the case of most of the divas and tenors why you could enjoy them a whole lot more if you didn't half to look at them wile they was singing. This is what made grand opera phonograph records so popular.

Well the time may come when they will have entire radio programs that will keep you thrilled all evening, but I ain't heard one yet that a person wouldn't run a few wave lengths to miss the most of it and a majority of the performers seem to be cornet players and readers and speech makers that wouldn't dast do their stuff if they was where you could get at them.

Long's Island, May 12.

The Select Place To Dine Is The Point Hotel

OILED SILK RAINCOATS
Light and Cool
NEW SUMMER SHIRTINGS
SMART DESIGNS
Macbeth, Gray & Co.
TAILORS — SHIRTMAKERS — OUTFITTIRS
The Only House in Shanghai Devoted Exclusively to Men's Requirements
20 Nanking Road Tel. C. 4274

The A. B. C. Union Suit will keep you cool and comfortable

Made By
China A.B.C. Underwear Mill
S-609 Markham Road
Telephone W. 2920
Accept mail orders
We make all styles of Summer shirts, Pajamas, soft collars. Underwear from A.B.C. cloth.
Outport agents:
Pacific Trading Co., Hankow. Season Trading Co., Tientsin & Peking. Tsei Hwa General Store, Nanking.

THE CREST HOTEL
SPECIAL ATTRACTION
Miss OLGA RATOMSKAJA
Mezzo-soprano
FROM MOSCOW AND PETROGRAD.
MISS RATOMSKAJA
Will render classical and operatic Selections, in French, Russian and Italian
THE FAMOUS DANCERS
JAMES and NELLIE VALENSO
Miss Degar from the Russian Ballet of Petrograd
TO-NIGHT
And Every Night
23 Ave. Haig West 937
FRANK HYDE & JIM FOSTER
Proprietor

ST. GEORGE'S CAFE
217 BUBBLING WELL ROAD
THE COOLEST SPOT IN SHANGHAI
Special Dinner De Luxe Dance Every Saturday. Dinner Dance Every Night.
Drop In And Dance To Our
JAZZ ORCHESTRA
TEA DANSANT
Every Sunday 4:30 p.m. to 7:30 p.m.
For Reservation
Phone. West 2279 or West 802

"Ah-ha!
I perceive that you dine at the Trocadero"

FIRST CLASS TABLE d'HOTE MEALS AT REASONABLE CHARGES
SPECIAL MONTHLY RATE TO BOARDERS
Direct Supervision and Management of
J. A. RAYNES
Noted for the unvarying excellence of its Steaks, Chops, Mixed Grill, Sea Food, Poultry, etc.
14 Astor Road. Tel. N. 1664

SPECIAL ANNOUNCEMENT
The Astor House Hotel Summer Garden and Dance Pavilion is Now Open and Tea Dances will be held Daily from 5:00 to 7:00 p.m. Dancing 9:30 p.m. to 1:00 a.m. (except Sunday)
New Dance Floor *Special Lighting Effects*
The Astor House Famous Dance Orchestra in Attendance.
Special Dinners and a la Carte Dishes arranged on short notice, Served in the Main Dining Room from 7:30 to 9:00 p.m.
RESERVATIONS NORTH 908 & 200
ASTOR HOUSE HOTEL

Watch For This Picture To Be Shown Shortly At The Victoria Theatre
CLARA KIMBALL YOUNG in
"ASHES OF LOVE"

H. S. Honigsberg & Co., Inc.
TYRE DEPARTMENT
P. W. GIOVANNINI Mgr. Tyre Dept.
THE MAN THAT PUT "CAN" IN VULCANIZING

The China Press
大陸報
SHANGHAI, SUNDAY, JUNE 11, 1922

Templar
The Superfine Small Car
BUILT TO LAST
FIVE-PASSENGER AND SPORT MODELS IN STOCK
CENTRAL GARAGE
Telephone C. 6003 9, Hongkong Road

Business and Official Notices

Municipal Notifications

No. 3000.

FIRE BRIGADE.

CHARGES FOR ATTENDANCE AT FIRES OUTSIDE THE SETTLEMENT.

IN the past the Fire Brigade has, whenever possible, attended fires outside Settlement limits in or upon properties in respect of which no contribution to Municipal taxation is made, and has assisted in their extinction without definite obligation on the part of the concerned to make payment for such services. In some cases a voluntary payment has been made, but the sum total received has been negligible. In effect, therefore, almost the entire cost of such services has fallen upon ratepayers in and outside the Settlement.

There is admittedly no obligation on the Council's part to provide such services, and it might therefore be contended that it should refuse to do so any longer, particularly since the cost is not by any means inconsiderable having regard to the frequent calls made for such services, as also to the present day high cost of the equipment and maintenance of the Brigade. To admit this contention, however, would in the Council's opinion be to take a rather narrow view, having regard to the fact that Settlement and outside Settlement interests in the matter of fire protection as in many other matters are so closely identified. Members have, therefore, concluded that, so far as the calls made upon it in connexion with fires inside the Settlement, or in or upon properties outside the Settlement, in respect of which Municipal Rates are levied will permit, the Brigade should attend other fires in the discretion of the Chief Officer, on the basis, however, that reasonable payment should be made for services thus rendered.

Notice is accordingly hereby given that with effect from July 1, the Brigade will not attend any fire outside Settlement limits other than in or upon premises in respect of which Municipal Rates are levied, except in those cases in which the owners of the property concerned have previous to such fire signed an undertaking in the prescribed form, obtainable on application to the undersigned, that, in the event of a fire, they would like the attendance of the Brigade should such be possible, and will make payment for the services rendered in accordance with the published scale of charges for the time being in force.

(By order,
N. O. LIDDELL,
Secretary and Commissioner General.

Council Room,
Shanghai, June 8, 1922.

NOTICE

The undersigned and or the Captain of the s.s. Eastern Trader will not be responsible for any debt contracted by members of the crew while in this Port.

Tampa Inter-Ocean Steamship Co.,
Pacific Mail S. S. Co., Gen. Agts.
49364

The Very Choicest New Season's
KEEMUN CHINA TEA

Orders may now be placed for shipment of New Season's Choice China Tea in small boxes.

Delivered in England free of duty and all charges:

Per 5 lb. box $9.50
Per 5 catty box $11.50

Delivered Shanghai:—

Per 5 lb. box $3.75
Per 5 catty box $5.00

The New Season's Crop of "Keemun" Tea is of exceptionally good quality and flavour, being the best for some years.

Geddes & Co., Ltd.
5 Peking Road,
Tel. C. 343.

No. 3001.

FIRE BRIGADE.

Scale of charges for services at fires outside the settlement other than in or upon properties in respect of which municipal rates are levied.

FIRE EXTINCTION SERVICES.

For Appliances:—

Fire Float Tls. 300 per day or any part thereof for the first week and thereafter Tls. 200 per day or any part thereof.

Motor Pump Tls. 30 for the first hour or any part thereof, and Tls. 10 for each succeeding hour or any part thereof.

Motor Tender Tls. 20 for the first hour or any part thereof, and Tls. 5 for each succeeding hour or any part thereof.

In the case of damage to appliances occasioned by the fire, the actual cost of repairs or replacement will be charged. If not so occasioned, no charge will be made.

For Personnel:

Officer in Charge Tls. 20 for the first hour or any part thereof, and Tls. 10 for each succeeding hour or any part thereof.

Other Senior Officers Tls. 10 for the first hour or any part thereof, and Tls. 2.50 for each succeeding hour or any part thereof.

Assistant Station and Sub-Officers Tls. 5 for the first hour or any part thereof, and Tls. 2 for each succeeding hour or any part thereof.

Motormen, Engineer, Lowdah and Firemen. Tls. 1 for the first hour or any part thereof, and Tls. 0.50 for each succeeding hour or any part thereof.

Additional Auxiliary Assistance actual cost.

The actual cost of meals will be charged for when the services given occupy 3 hours or more. The Chief Officer or Officer-in-Charge of the fire is authorized to purchase the same.

PUMPING SERVICES.

For Appliances:

Pump Tls. 20 for the first hour or any part thereof, and Tls. 5 to Tls. 10 for each succeeding hour or any part thereof.

For Personnel:

Officers Tls. 5 for the first hour or any part thereof, and Tls. 1 for each succeeding hour or any part thereof.

Motormen and Firemen Tls. 0.50 per hour or any part thereof.

WATCHING SERVICES.

For Personnel:

Officers first hour or any part thereof, $5; each succeeding hour or any part thereof, $1.

Firemen $0.50 per hour, or any part thereof if required for less than 8 hours. When such services are required for an extended period or under special circumstances, application for a reduced rate should be made in writing, addressed to the Chief Officer of the Fire Brigade, Central Fire Station, Honan Road.

By order,
N. O. LIDDELL,
Secretary and Commissioner General.

Council Room,
Shanghai, June 8, 1922.
49382

Municipal Notification

No. 3003.

LOSS OF DEBENTURE CERTIFICATE

NOTICE is hereby given that the debenture certificate hereunder specified has been declared to be lost and the public is warned against its negotiation.

Application has been made for the issue of a duplicate certificate, and should no objetion be lodged with the Municipal Treasurer and Comptroller within 30 days from date hereof, the application will be complied with and the original certificate will be treated as cancelled.

Loan	Distinctive Number	Value of Debenture Tls.	Total Value Tls.
1921	28,603	100	100

Registered in the name of Capt. Godfery St. Maur Stocker and Mrs. Gertrude St. Maur Stocker.

By order,
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, June 8, 1922.
49322

Have you ever tried
SUNSET GLOW COCKTAILS
A Smile of Satisfaction in every glass
Here's how to make it
Half teaspoonful Syrup
Half teaspoonful Lemon Juice
fill glass with
SUNSET GLOW RUM
and shake with cracked ice.
GARNER, QUELCH & Co.
Tel. C. 2021.

MUNICIPAL NOTIFICATION

No. 3004

Notice is hereby given that the Transfer Books of the Municipal Loans will be closed from June 16 to June 30, both days inclusive.

By order,
N. O. LIDDELL,
Secretary and Commissioner General.

Council Room,
Shanghai, June 8, 1922.
49381

In the United States Court for China

In re Estate of **Burgess A. Edwards,** *Deceased.*

Cause No. 1733
Estate No. 432
NOTICE

Pursuant to an order of said Court, notice is hereby given to all persons having claims against the estate of Burgess A. Edwards, deceased, to present the same, with vouchers, at the office of C. S. Franklin, Attorney-at-Law, 511 Glen Line Building, 1-A Peking Road, Shanghai, China, on or before November 28, 1922, and all persons owing debts to said deceased are hereby notified to make payment of the same in due course at the address given above.

Jean Chandler Lawson Edwards,
Administratrix.

Shanghai, China,
May 28, 1922. 48946

In the United States Court for China

In re Estate of **Stephen S. Derby** *Deceased.*

Cause No. 1765
Estate No. 435
NOTICE

Pursuant to an order of said Court notice is hereby given to all persons having claims against the estate of Stephen S. Derby, deceased, to present the same, with vouchers, to the undersigned on or before December 4, 1922, and all persons owing debts to the said deceased are hereby required to make payment of the same in due course to the undersigned.

DAVID W. DESHLER,
Administrator,
18, Whiteaway-Laidlaw Building,
Shanghai, China.

June 4, 1922, 49165

In the United States Court for China

In re Estate of **John J. Griffith** *Deceased.*

Cause No. 1762
Estate No. 429
NOTICE

Pursuant to an order of said Court, Notice is hereby given to all persons having claims against the estate of John J. Griffith, deceased, to present the same, with vouchers, to the undersigned on or before December 4th, 1922, and all persons owing debts to the said deceased are hereby required to make payment of the same in due course to the undersigned.

VICTOR HOFFMAN,
Administrator,
care of R. A. Curry,
11B Nanking Road,
Shanghai, China.

June 4, 1922, 49163

"Take a 71"

The best advice you can offer to a friend suffering from a cold or sore Throat. No. 71 has the largest sale of any Throat Pastille in China. Its popularity is easily explained—it does what we say it will.

Manufactured by ALLEN & HANBURY'S, LD., London. The name is the guarantee.

Stocked by all Chemists.

Tell it to Buddy He never forgets

Stock No.	Sheet Size	Covers and Fillers	Fillers Only
151	2½ x 2½	$0.60	0.15
152	2½ x 3	.65	.15
153	2½ x 4	.75	.15
154	4¾ x 2¾	.85	.25
155	3 x 5	1.00	.25

"BUDDY"

"BUDDY" is a handy little memo book, in best Russia leather binding with perforated pad refills, in sizes to suit every requirement or to fit any pocket.

JUST WHAT YOU WANTED!!!

THE OFFICE APPLIANCE Co.
22 Nanking Road. Shanghai.

NEWLY OPENED

GREAT CHEAP SALE FOR 3 WEEKS COMMENCING FROM WEDNESDAY, May 31st.

All kinds of Silks, Linen and Cotton goods. Swatow drawnwork, Embroideries, Cut-work and all sorts of laces. Beads, Ivory, Silver and Cloisonne novelties; etc.

CHINA HAND WORK Co.
8 Broadway (next to Cafe Federal).
49033

NOTICE

MAFEL & Co.

Furnishers and Decorative Contractors

ANNOUNCE

That they have secured the services of:—

Mr. E. N. FLASHMAN

as Foreign Supervisor

Mr. Flashman was for 14 Years a Senior Designer to MAPLE & Co., London and Paris and for 12 Years Lecturer on Advanced Design to the LONDON COUNTY COUNCIL

49366

NOTICE

F. J. Blom, c.e.
Consulting Civil Engineer
44 Szechuen Road, Tel. C. 1994

Begs to notify that he has established a consulting engineering office at 44 Szechuen Road and is ready to take up any work in the following lines:

Concrete and Steel Buildings
Plans for Factories
River and Harbour Engineering
Railway matters
Dredger Construction, Dredging and Filling-in work,
Bridges. 49377

I. S. S.

Our next DRAWING takes place on Thursday, the 15th June, 1922, at 1.30 p.m.

Over 26,700 Bonds will participate.

There will be:

1 reinbursement of about	$13,350	13 reinbursement of about	„ 300
13 reinbursement of about	„ 2,000	13 reinbursement of about	„ 200
1 reinbursement of about	„ 700	13 reinbursement of about	„ 100

Any Bond suscribed now, will participate in the Drawing.

International Savings Society
7 Avenue Edouard VII
Shanghai.

Business and Official Notices

Whangpoo Conservancy Board

Notification No. 120.

TENDERS FOR VARIOUS MATERIALS

Tenders are hereby invited for Rope, Paints, Cleansing Material, Lubricants, Oil Fuel, Chemicals, Metals, Tools and Sundries for the Board's Yard at Chang Wah Pang for six months from 1st July to 31st December, 1922, to be delivered as per instructions.

Particulars of requirements and list of materials required can be obtained at the office of the Whangpoo Conservancy Board, 6 Kiukiang Road.

Tenders, marked "Tender for Material" and addressed to the Whangpoo Conservancy Board, should state the manufacturer of each article and must be sent in before noon, June 20th, 1922.

The Board do not bind themselves to accept the lowest or any tender, and reserve the right to place the contract for any separate article with any one of the tenderers.

Shanghai, 12th June, 1922.
(Signed) E. C. STOCKER,
Acting Engineer-in-Chief.
49386

Sunday, June 11th, 1922.

Fredericks Hotel

Tiffin

Chicken Giblet Soup.
Fried Fish Cutlets.
Hungarian Goulash of Beef.
Braised Leg Of Mutton.
Mint Sauce.
Roast Spring Chicken with Dressing.
Sweet Corn.
Spinach a la Americain.
Mashed Potatoes.
Black Cap Pudding. Cream Sauce.
Fromage Limburger.
Fruit in Season.
Coffee ..... Tea.

Dinner Menu

Hors d'Oeuvres.
Salmon ..... Filet of Herring.
Olives ..... Ham ..... Pork.
Cream of Rice.
Boile Fresh Salmon
Venetian Sauce.
Stew a la Hollandaise.
Macaroni au Gratin.
Roast Leg of Veal.
Asparagus.
Braised Duck.
Green Peas.
Souffle Pudding—Cream Sauce.
Fruit in Season.
Coffee ..... Tea.
49378

FOR SALE

ONE ICE CHEST, Made by the Asia Engineering Co., construction Metal Lath and Cement, Tarred paper, Tung & Grouved Oregon Fur, Metal wool and white tiled.

ONE, ONE TON, Chain Block NEW, parts interchangable with the Yale Chain Block.

ONE MULTIGRAPH MACHINE, first class condition with extra parts, a bargain for any one wishing a first class machine to get out circular letters, etc.

ONE SILVER 20" UPRIGHT DRILL, Eight Spindle Speeds with open Belt drive with four back gear, perfectly NEW.

ONE RENFREWS TRUCK SCALE. Especially adapted for Godowns or Ship board where a scale is required that can be moved about with ease. Perfectly New.

ALL CAN BE SEEN
STANDARD PRODUCTS CO. INC.
14 Canton Road,
Shanghai, China.
49393

NOTICE

We have this day appointed Messrs. S. E. SHAHMOON & CO., our sole Agents and Managers.

CHINA COTTON & SILK WORKS.
K. C. WONG,
Proprietor.

Shanghai, 9th June, 1922.
49367

In the Matter of
The Foreign-Chinese Produce and Stock Exchange Co., Ltd.
(In Liquidation).

NOTICE is hereby given that at an Extraordinary Meeting of Board of Directors the undersigned were appointed Liquidators of the above Company.

Those who have claims against the said Company are hereby requested to file the same with the undersigned within a fortnight from date, after which no claims will be entertained.

MUSSO & FISCHER,
8 Jinkee Road.

Shanghai, June 10, 1922.
49374

In The International Mixed Court Of Shanghai

RE: KYEU ZU SILK HONG (九如綢莊)

(Petition in Bankruptcy).
N.61 Hankow Road.

A petition in bankruptcy has been filed in the above matter, and, by an Order of this Honourable Court dated 6th June, 1922, the undersigned are appointed Interim Receivers.

Take notice that the Court will grant the petition unless objection thereto is lodged within two weeks of the said Order.

Creditors are required to file their claims with us without delay.

All debts due to the estate should be paid to us forthwith and debtors are warned not to pay their debts to any person or persons other than ourselves.

SETH, MANCELL & McLURE
Official Court Accountants.

No. 7 Avenue Edouard VII,
Shanghai, 6th June, 1922.
49347

John D. Rockefeller

One of the world's richest men, was once a poor clerk. He built his immense fortune through savings and investments. Start yours with C. O. C. Premium Bonds, a combination of both—interest at 15¾ percent, and a possibility of monthly dividends ranging from $12 to $2,500 or more.

Write or Call
Cie. Orientale de Capitalisation.
2 N. Soochow Rd. Shanghai.
Tel. North 153.

Notice-Rectification

In our advertisement of the 10th instant the words "final dividend" have been omitted after the words 15¾ percent.

Compagnie Orientale de Capitalisation
2 North Soochow Road.
49401

A few pairs of SPIRELLA CORSETS at reduced rates from June 12th to 16th, both days inclusive. Individual attention and fitting. Apply Miss Andrews, 4 Ezra Road, Third Floor, from 2 to 4 p.m.
49376

FENG SHANG COAL

Found by analysis and operating tests to be the highest grade steam coal in the Far East, supplied by
Feng Shang Coal Mining Co.
H134 Yang Tsing Lee,
Nanzing Road.
Phones: North 1095 and 2486.
49145

Chinese Government Railway

Shanghai-Nanking Line

Increase of Handling Charge for Baggage.

The Public are hereby notified that on and from 1st July, 1922, the handling charge for Baggage at all stations will be 2 cents per trip for each article.

By Order,
Traffic Manager.
49336

MA CHANG KEE
(Established 1870)

Dealer in all kinds of porcelain, brass and bamboo wares, curios, emeralds, jades, cornelians and gems of all sorts, etc.

All goods sold by us are guaranteed, and articles found to be imitations can be returned within six months of purchase.

Address:
No. 76, Rue Brodie A. Clarke,
French Concession, Shanghai.
Telephone Central 3157.
49395

Lady Dentist

DR. KATHERINE LECHINSKY begs to announce that she has opened an office at
10 HANKOW ROAD,
2nd Floor.
HOURS 9-12 a.m. and 2-6 p.m.
49364

Seto House
10 Seward Road.

Prof. I. K. SETO begs to announce the opening of his Turkish—Bath and Massage establishment, along with up-to-date restaurant serving Oriental and Foreign meals. All wants catered to.

Tiffin $1.00
Dinner $1.50

Phone North 3258.
49365

CARD

DR. M. S. MEHTA, M.D.
(Late clinical assistant Soho Hospital for Women, London).
Consultation: — 128A Szechuen Road opposite The Texas Petroleum Co.,
42664

A Private Dance Recital, last in this season, will be given on Monday, June 12th, at 9.15 p.m. at the Olympic Theater by pupils of the Shanghai Ballet School of Madame K. M. Koulichevskaya. Admission can be secured from Madame K. M. Koulichevskaya (450F. Avenue Joffre) or from her pupils or at the entrance.
49201.

OXYGEN AND ACETYLENE

PRICES GREATLY REDUCED

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RACINE & Co., Agents
48908

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SEAN YOU, ZOO & CO., LTD.
Towels (Turkish and Honey Comb).
BATH Robes for Gentlemen, Ladies & children.
Y. 16A N. Szechuen Rd. (Near N. Soochow Rd).
47639

DR. Z. S. TORJEWSKY
DENTAL SURGEON
11, Peking Road (First Floor) Phone Central 2073
Newest methods of dental treatment and technical work.
OUTFIT AND MACHINERY AFTER THE LATEST INVENTIONS
39830

Chinese and Foreign Banking Announcements

Chartered Bank of India Australia and China

Incorporated by Royal Charter 1853.

Capital £3,000,000
Reserve Fund £3,700,000
Reserve Liability of Shareholders £3,000,000

Head Office:
28 BISHOPSGATE LONDON, E. C.
Shanghai Branch: 18 The Bund.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
Sir William Henry Neville Goschen, K.B.E.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
Sir John Newall Jordan, P.C. G.C.I.E., K.C.B., K.C.M.G.
W. Foot Mitchell, Esq.
James Maxwell Grant Prophit, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminister and Parrs Bank, Ltd.
The National Provincial and Union Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Alor Star (Kedah)	Hongkong	Puket
Amritsar	Ilollo	Rangoon
	Ipoh	Saigon
	Karachi	Seremban
Batavia	Klang	Shanghai
Bombay	Kobe	Singapore
Calcutta	Kuala-Lumpur	Sourabaya
Canton	(F. M. S.)	Tientsin
Cawnpore	Madras	Tavoy
Cebu	Manila	(Lower Burma)
Colombo	Medan	Taiping
Delhi	Peking	New York
Haiphong	Penang	Yokohama
Hankow		

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought and received for collection. Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

R. W. ROBERTSON,
Manager.

Banque Belge Pour L'Etranger

Societe Anonyme.
Affiliated to the Societe Generale de Belgique.)

	Frs.
Capital (subscribed)	100,000,000
Capital (paid up)	75,000,000
Reserves	19,062,300

President: Jean Jadot
Head Office: Brussels.
Branches and Agents at London, Manchester, Paris, New York, Bucarest, Cologne, Alexandria, Cairo, Tantah, Ziftah, Zagazig, Peking, Shanghai, Tientsin.
Affiliated Banks:
Banco de Cartagena, Madrid, with Branches in Spain and Morocco.
Wiener-Bank-Verein, Vienna, with Branches in Austria, Hungary, Czecho-Slovakia, Poland, Rumania.
Italy (Tyrol), Yugo-Slavia, Turkey and Asia Minor
A. Kouyoumdjiski & Co., Sofia.
Correspondents in all parts of the World.
Every description of banking and exchange business transacted.
L. STRAETMANS,
Manager, Shanghai branch.

The Exchange Bank of China

SHANGHAI BRANCH,
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabea."

Capital ..... Yen 10,000,000

Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.
Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T.T. Letters of Credit, Buying and Selling Specie, etc., etc.
Foreign and Domestic Commercial Papers and Bills discounted.
Loans and Advances made on approved Securities.
Interest allowed on current accounts and fixed deposits according to arrangement.
Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore, Bombay, London, New York.
Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtau, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

T. KUNG, Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$23,500,000
Reserve Liability of Proprietors	$20,000,000

Head Office: HONGKONG.
Court of Directors:
G. M. Dodwell, Esq. Chairman.
Hon. Mr. A. O. Lang, Deputy Chairman.
D. G. M. Bernard, Esq.
A. M. Bowes Smith, Esq.
G. T. M. Edkins, Esq.
P. H. Holyoak, Esq.
Hon. Mr. E. V. D. Parr,
W. L. Pattenden, Esq.
H. P. White, Esq.
Chief Manager.
Hon. Mr. A. G. STEPHEN.

Branches and Agencies:

Amoy	Harbin	New York
Bangkok	Iloilo	Penang
Batavia	Ipoh	Rangoon
Bombay	Johore	Saigon
Calcutta	Kobe	S. Francisco
Canton	Kuala Lumpur	Shanghai
Chefoo	London	Singapore
Colombo	Lyons	Sourabaya
Dairen	Malacca	S. Patani
Foochow	Manila	Tientsin
Haiphong	Nagasaki	Tsingtao
Hamburg	Peking	Vladivostock
Hankow		Yokohama

London Bankers:
London County Westminster and Parr's Bank, Ltd.

Shanghai Branch: 12 The Bund.
Sub-Agency: 9 Broadway.
Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.
Local Bills Discounted.
Credits granted on approved Securities and every description of Banking and Exchange business transacted.
Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

G. H. STITT,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserved Fund	26,950,000
Capital Contributed by the Chinese Government	Kup. Tls. 2,500,000
Reserve Fund	1,750,000

Head Office:
Paris, 5 Rue Boudreau
London Office:
64 Old Broad Street, E. C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France.
Paris: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.
Milan: Credito Italiano.
Rome: Banco di Roma.
New York: The Irving National Bank.
San Francisco: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA

Bombay	Harbin	Shanghai
Chanchun	Hongkong	Tientsin
Chefoo	Manchouli	Urumtchi
Dairen	Kashgar	Vladivostock
Hailar	Newchwang	Yokohama
Hankow	Peking	Kobe

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars. Terms on application. Local Bills discounted
Foreign Exchange on the principal cities of the world bought and sold.
SAFE DEPOSIT BOXES.

L. Jeziorski,
Th. de Krzywoszewski,
P. Petithuguenin.
Managers for Branches in Asia.

Bank of Communications

Specially authorised by Presidential Mandates of April 7th, 1914, and October 31, 1918.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China
Agencies abroad: Singapore Hongkong, Tokio (Japan).

SHANGHAI BRANCH,
14 The Bund.
Interest allowed on both Current and Fixed Deposit Accounts. Credit granted to approved securities, and every description of Banking and Exchange business transacted.

Y. M. CHIEN, Manager.
T. S. WONG, Sub-Manager.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund and 9 Broadway.

Deposits of not less than $1.00 will be received.
Not more than $200 will be received during one month from any single Depositor.
Interest at the rate of 2 1/2% per annum will be allowed upon the monthly minimum balance.
The maximum balance on which interest will be allowed is $5,000.00.
Deposits may be withdrawn on Demand. Accounts will be kept either in Dollars or Taels, Local Currency, at the option of the Depositor.
Depositors will be presented with Pass Books, in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.
OFFICE HOURS: 10 a.m. to 3 p.m.
Saturdays, 10 a.m. to noon.

The Bank Of Canton, Limited

Incorporated 1912.
Capital Authorised £1,200,000-0-0
Capital Paid-up £1,066,520-0-0
Reserve Fund H. K. $800,000.00

HEAD OFFICE:
No. 6 Des Voeux Road Central, Hongkong.

OFFICES:
Shanghai, New York, Canton and Bangkok.

SHANGHAI OFFICE:
No. 1 and 2 Ningpo Road.

AGENCIES:

Honolulu	San Francisco	Kobe
London	Sourabaya	Batavia
Manila	Singapore	Canada
Yokohama	Samarang	etc.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange business transacted

WONG WEN-KUANG,
Manager.

The Chinese American Bank of Commerce

Authorised Capital
U. S. $10,000,000
Paid-up Capital U.S. $ 5,000,000

HEAD OFFICE: PEKING

Branches:

HANKOW	SHANGHAI
MANILA	SHIHKIACHWANG
HARBIN	TIENTSIN
PEKING	TSINANFU

Every kind of banking business transacted

SAVINGS DEPARTMENT

The Chinese American Bank of Commerce is prepared to open Savings Accounts in local $, Taels, G$, £, Frs. and Yen on very favorable terms. Prospectus will be mailed on request.

SHANGHAI OFFICE:
11A Nanking Road
Telephone C. 5841, 5842, 5843
Telegraphic address: Sinambank

The National Commercial Bank, Ltd.

Established 1907.

Paid-Up Capital ..	$2,500,000.00
Reserve Fund	$500,000.00

Head Office: Shanghai.
Peking and Kiangse Roads.
Tels: Manager's Office: Cen. 265
General Office: Cen. 2613 & 261
Branches
Hangchow, Hankow, Tsinan, Tientsin, Mukden and Harbin.

FOREIGN CORRESPONDENTS
London, Paris, New York, San Francisco, Tokio, Yokohama, Kobe, Osaka, Berlin and Hamburg.
Correspondents at the principal cities throughout China.
Interest allowed on Current Accounts and Fixed Deposits in Taels, Dollars, Gold Dollars, Sterling and Yen according to arrangement.
Interest allowed on Deposits at Call both in Taels and Dollars according to arrangement.
Domestic and Foreign Drafts purchased and sold.
Credit granted on approved securities.
Savings accounts—4% per annum.
Every description of banking business transacted.
Modern Safe Deposit Boxes For Rent.

SHEN CHU HSU, Manager.
SHU CHIN MIN, Sub-Manager.
Y. S. TUNG, Sub-Manager.
K. K. TSOU, P. E. Manager.

International Banking Corporation

Capital and Surplus U.S. $10,000,000
Undivided Profits .. U. S. $5,400,000
Reserve for Dividends U. S. $600,000

Owned by the National City Bank of New York

Head Office:
60 WALL STREET, NEW YORK
London Office: 36 Bishopsgate, E. C.
Lyons Office: 27 Place Tolozan.

San Francisco Office:
232 MONTGOMERY STREET.

BRANCHES:

CHINA	PHILIPPINES
Shanghai	Manila
Peking	Cebu
Tientsin	
Hankow	SPAIN
Harbin	Barcelona
Hongkong	Madrid
Canton	
	STRAITS
INDIA	Singapore
Bombay	
Calcutta	DOMINICA
Rangoon	Santo Domingo
	Sanchez
JAPAN	San Francisco
Yokohama	San Pedro
Kobe	Santiago
	Puerto Plata
JAVA	Barahona
Batavia	La Vega
Soerabaya	
	PANAMA
	Panama
	Colon

We are also able to offer our Customers the services of the Branches of the National City Bank of New York in the principal countries of South America, Central America and in the West Indies.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current Accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.

1A Kiukiang Road, Shanghai.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital	$60,000,000.00
Paid-up Capital	$12,279,800.00
Reserve Fund	$2,443,700.00
Special Reserve Fund	$3,534,600.00

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifeng	Hankow
Chanchun	Wuhu	Ichang
Antung	Anking	Changsha
Dairy	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

Foreign Correspondents:
London, Paris, Berlin, New York, San Francisco, Tokio, Osaka and Yokohama.

SHANGHAI BRANCH,
3 HANKOW ROAD.
Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG.
Manager.

Kincheng Banking Corporation 金城銀行

Sanctioned by Ministry of Finance and registered in Ministry of Agriculture and Commerce in accordance with Banking and Company Laws.

Authorised Capital	$5,000,000
Paid-up Capital —.—	$5,000,000
Reserve Fund	$ 600,000

Head Office: Tientsin
Branches and Sub-Branches: Peking, Tientsin, Shanghai, Hankow, Nanking and Peng-pu.
Correspondents in all important places of the world.
President: Chow Tso Ming.
Manager, Shanghai Branch: S. Y. Tien.
Sub-Manager, Shanghai Branch: C. C. Woo.
Every description of Banking Business transacted.
Savings Accounts kept in Tientsin and Shanghai Offices.
Cable Address "Kincheng" Shanghai
Tel. Nos.
General Office: C. 3209
Manager's Office: 1328
Foreign Dept. C. 3210
Manager's Office: Central 5094

Nederlandsche Handel Maatschappy

(NETHERLANDS TRADING SOCIETY)
Established 1824.

Paid-up Capital: Guilders 30,000,000 (about £6,666,666)
Reserve Funds: Guilders 18,979,250 (about £1,581,604)
Special Reserve: Guilders 22,660,000 (about £1,888,333)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM

Branches

Bandjermasin	Pekalongen
Bandoeng	Palembang
Bombay	Penang
Calcutta	Pontianak
Cheribon	Rangoon
Djember	Semarang
Djokjakarta	Singapore
Hongkong	Soerabaya
Kobe	Soerakarta
Kota-Radja	Tebing-Tinggi
Langsa	Tegal
Makassar	Tjilatjap
Medan	Tjilatjap
Padang	Weltevreden

London Bankers
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.
The Bank buys, sells and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.
SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

M. J. HERBSCHLEB,
Agent.

行業銀萬 The Bank of East Asia, Ltd.

SHANGHAI BRANCH
No. 10 Kiukiang Road.

Authorized Capital ..	$10,000,000.00
Paid up Capital	$ 5,000,000.00
Reserved Fund	$200,000.00

HEAD OFFICE: Hongkong.
BRANCHES: Canton, Saigon.
LONDON BANKERS: London Joint City and Midland Bank.
Correspondents in all principal cities of the world. All kinds of banking business transacted.
Interest allowed on current deposits and fixed deposits.
Loans granted on approved securities.

R. CHENG,
Manager.

The Chekiang Industrial Bank, Ltd

Established 1908

Capital	$2,000,000.00
Reserve Fund	$206,400.00
Undivided Profits ..	$120,751.00

Head Office and Branches:
Hangchow, Shanghai, Haimon, Hankow and Lanchi.
Domestic Agencies:
Throughout CHINA'S principal Cities.
Foreign Correspondents:
London, Paris, Rotterdam New York, Chicago, San Francisco, Hamburg, Berlin, Tokyo, Koke, Yokohama, Osaka, Hakodate, Seoul, Fusan and Hongkong.

Interest allowed on Current Accounts and fixed Deposits according to arrangements.
Saving Accounts at 4% compound interest.
Every description of Banking and Exchange transacted.

LI MING, Manager.
SHANGHAI BRANCH,
14 Hankow Road.
Tel. C. 7130, Manager's Office.
C. 7121, 7122, 7123 and 7124, General Office.
Cable Address:
"CHINDUBANK" Shanghai

SINO-ITALIAN BANK

Aut. Cap. Silver Dollars	4,800,000
Aut. Cap. Gold It. Lire	16,000,000
Paid up Capital ..	Silver $1,200,000
Paid up Cap. Gold It. Lire	4,000,000
Reserves Silver	$100,000

Branches:
Hankow, Peking, S'hai, Tientsin
Bankers:
Italy: Credito Italiano.
England: Credito Italiano, National Provincial and Union Bank of England, Ld., Glyn Mills and Currie.
France: Banque Francaise et Italienne pour l'Amerique du Sud Comptoir National d'Escompte de Paris Banque Italo Belge.
United States: Credito Italiano Equitable Trust Company.
Canada: Canadian Bank of Commerce.
South America: Banca Italo Belga.
Switzerland: Banca Unione di Credito.
Banque Commerciale de la Bale Len & Co.'s Bank.
Banca Unione de Credito.
Belgium—Credit Central Liegeois.
Current, fixed and savings accounts carried in Taels, Dollars, Sterling, U. S. Gold, Italian Lire, Francs and other currencies. Terms on application.
General banking business transacted. Special facilities for Italian exchange.
Telegraphic Address: Bankainit.
SHANGHAI, No. 16 Kiukiang Rd
Tel. Offices: Central 5090 & 5091
Manager's Office: Central 5094.

Chung Foo Union Bank

(Established in 1917)
Statutes approved by the Government in 1916
Head Office: TIENTSIN

Subscribed Capital	$2,000,000.00
Paid-Up Capital	$1,500,000.00
Reserve Fund	$ 180,000.00

Managing Director: T. Clarence Sun
Deputy Managing Director: Nieh Chi-wen

Branches and Agencies in Domestic Cities and Foreign Countries:

Tientsin	Chinkiang	Ichang	Yokohama
Shanghai	Soochow	Changsha	Chicago
Peking	Wusieh	Shasi	Philadelphia
Hankow	Hsuchow	Wuhu	Seattle
Nanking	Ningpo	London	Baltimore
Yangchow	Shaoshing	New York	Cleveland
Hangchow	Canton	San Francisco	Detroit
Pengpu	Hongkong	Boston	Buffalo
Changchun	Changtsh	Tokio	Pittsburgh
Antung	Chengchow	Osaka	Montreal
Kiukiang	Tsinkiangpu	Kobe	St. Louis
		Cincinnati	

And also in other principal cities in foreign countries.

Shanghai Branch:
8 441 Ningpo Road.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits in taels, dollars, and other currencies according to arrangement.
Credits granted on approved securities.

Y. B. Sun, Manager,
T. D. Zar, Sub-Manager.

The Shanghai Commercial & Savings Bank, Ltd.

Head Office: 9 Ningpo Road

Capital	$2,500,000.00
Reserve	$400,000.00

Every description of modern banking and exchange business transacted—Personal, National & International.

Branches and Agencies:
In principal cities throughout China

Foreign Correspondents:

London	New York	Yokohama
Paris	Chicago	Tokyo
Marseilles	Seattle	Osaka
Amsterdam	San Francisco	Manila
Berlin	Singapore	

Cable Address: "COMSAVBANK"

K. P. CHEN,
General Manager.

中南銀行 CHINA & SOUTH SEA BANK, LTD.

Authorised Capital:	$20,000,000
Paid-up	$5,000,000

14 Hankow Road, Shanghai.

Every kind of banking business transacted. Agents and correspondents all over the world.

Telegraphic Address: Chinasosea
Tel. Nos. Managing Director: C. 6324; Foreign Exchange: C. 3899

Y. Hou,
Managing Director.

FAR EASTERN BANK

Capital Authorised	Lit. 50,000,000.—
Capital Paid up	Lit. 12,500,000.—

HEAD OFFICE
36, Kiangse Road, Shanghai.

BANKERS
London Joint City & Midland Bank; London, England.
Banca dell'Italia Meridionale; Naples, Milan, Bari, Genoa, Palermo, Pozzuoli, Italy.
Deutsche Bank; Hamburg, Germany.
East River National Bank, New York, U. S. A.
Bank of Italy, San Francisco, Cal., U. S. A.
The Dai-Ichi Ginko, Ltd., Tokyo, Yokohama, Japan.

BRANCHES
Canton—Tientsin—Tsingtao
SHANGHAI BRANCH

Interest allowed on current accounts, savings accounts and fixed deposits in all currencies according to arrangement.
Local bills discounted. Cable transfers bought and sold. Drafts issued and telegraphic transfers effected all over the World.
SPECIAL FACILITIES for Italian business and Exchange, for Gold exchange and for Chinese Stock Exchange transactions.
Viscount di Villa & Mr. W. S. T. Nien.
Managing Directors,
Private Exchange to All Departments.
Central 7494 and 7495.
TELEPHONE:—C. 3487 Managers
C. 6678 T. T. and Exchange
C. 2082 General Office
C. 494 Chinese Department.

EQUITABLE EASTERN BANKING CORPORATION

Capital	U. S. $2,000,000
Surplus and Undivided Profits	U. S. $300,000

Head Office: 37 Wall St., New York
Member American Bankers Association

Correspondents
The Equitable Trust Company of New York
New York-London-Paris
Mercantile Trust Co., San Francisco, Cal.
The Northwestern National Bank of Portland, Ore.
Citizens National Bank, Los Angeles, Cal.

大通銀行

Shanghai Branch
No. 1 KIUKIANG ROAD
Telephones. C. 1164-*Manager*; C. 2012-*General*; C. 1140-*T. T. Dept.*

CURRENT AND FIXED DEPOSITS ACCEPTED
INTEREST RATES ON APPLICATION
TELEGRAPHIC TRANSFERS, DRAFTS BOUGHT AND SOLD
Jas. J. Rogers, Manager.

Commercial Bank of China

Head Office: SHANGHAI

	Sh. Tls.
Subscribed Capital ...	5,000,000
Paid-Up Capital	2,500,000

Advances made on approved securities. Bills discounted.
Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:—
For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.
On deposits in Dollars according to arrangement.

H. C. MARSHALL,
Chief Manager.

Banque De L'Indo-Chine

France.

Subscribed Capital	72,000,000.00
Paid-up Capital	68,400,000.00
Reserve Fund (1/6/20)	60,500,000.00

Head Office:
No. 96 Boulevard Haussmann, Paris.

Branches and Agencies

Saigon	Pnom-Penh	Battambang
Haiphong	Hanoi	Tourane
Peking	Hankow	Tientsin
Hongkong	Canton	Mongtze
Singapore	Pondichery	Bangkok
Papeete	Shanghai	Noumea
	Djibouti	Yunnanfu

London Bankers:
The National Provincial and Union Bank of England, Ltd.
Comptoir National d'Escompte de Paris—Credit Lyonnais

The Shanghai Agency undertakes all Banking and Exchange operations; grants credits on goods and approved securities; opens current and fixed deposit accounts in taels and francs according to arrangement.

E. ARDAIN, Manager.

THE SHANGHAI INDUSTRIAL BANKING CORPORATION

HEAD OFFICE: SHANGHAI.
Branch: 17 & 18 Kiukiang Road.

Capital	$1,000,000
Paid-up	$ 250,000
Fixed Deposit Capital ...	$ 500,000

Domestic Agencies
In principal commercial centres in China.
Foreign Correspondence
In all important places of the world.
General Banking Business of every description transacted.
Interest allowed on Current Accounts and Fixed Deposits according to arrangements.
Savings Accounts at 5% compound interest.
Special Savings Accounts for Laborers.
ROBERT LEE, General Manager.
K. L. SUNG, Manager.
S. Y. FONG, Sub-Manager.
Cable Address: "BANKSIBCO"
Tel. C. 6401, Manager's Office.
C. 6415, Foreign Dept.
C. 6414, General Office.

Chartered Stock And Produce Exchange Ltd.

Closing Quotation Of Transactions yesterday

Shanghai, June 10, 1922
The Chinese Bonds for 10th Year 6%.
$35.40 June
$35.30 July
Nanyang Brother's Tobacco Co.
$22.70 June
$22.80 July
Canton S. & P. Exchange.
$7.70 June
$8.10 July
Shanghai Flour Exchange.
$24.00 June
$25.00 July
China Cotton Standard of Tungchow.
Tls. 34.20 June
" 33.95 July
" 34.30 August
" 32.40 September
" 31.35 October
" 31.30 November
Local Yarn for Standard 16's Cloudy Stork.
Tls. 139.10 June
" 140.60 July
" 141.60 August
" 141.10 September
" 141.50 October
" 141.40 November
Shanghai Gold Bar 978
Tls. 292.85 July

Rubber Prices

Messrs. R. N. Truman and Company have received the following telegram from their Singapore agents in connection with the auctions held there on June 7.
No. 1 Smoked Sheet $0.24¾ per pound equivalent to 0s. 7d. ex warehouse Singapore.
No. 1 Crepe $0.24½ per pound equivalent to 0s. 6⅞d. ex warehouse Singapore.
Market steady. Offered 601 tons, sold 506 tons.

Launch Services

Wednesday, June 14, 1922.
The tender conveying passengers and baggage on board the S.M.R. s.s. Chohei Maru, for Tsingtao and Dairen will leave the Customs Jetty at 3 p.m.

-:- Financial And Commercial News -:-

BENJAMIN AND POTTS SHARE LIST
Yesterday's Close

Stock	Closing Quotations
Banks	
H. K. and S. B.	$850 B.
Chartered	£17¾
Russo-Asiatic	Rs. 250
Marine Insurance	
Canton	H.$480 B.
North China	Tls. 144
Union of Canton.	H.$200 B.
Yangtsze	H.$21 B.
Far Eastern Ins.	Tls. 21¼
Fire Insurance	
China Fire	H.$115½ B.
Hongkong Fire	H.$375 B.
Shipping	
Indo-China Def.	H.$207½ B.
Indo-China Pref.	H.$85½ B.
"Shell"	97/3
Shanghai Tug ord	Tls. 57
S'hai Tug Pref.	Tls. 40 B.
Mining	
Kaiping	Tls. 22¾
Oriental Cons	13/-
Raub	H.$1 B.
Docks	
Hongkong Dock.	H.$148 B.
Shanghai Dock	Tls. 112½ B
New Eng. Works.	Tls. 7.90 B.
" Pref.	Tls. 4¾
Wharves	
Shanghai Wharf.	Tls. 147 B.
Hongkong Wharf.	H.119½ S.
Lands and Hotels	
S'hai Hotel, Ltd.	Tls. 92
China Realty ord.	Tls. 90 B.
China Realty Pref	Tls. 8
A.-French Land.	$50
Shanghai Land	Tls. 50
Weihaiwei Land	Tls. 50
Cotton Mills	
E-wo (ord.)	Tls. 15¼
E-wo (pref.)	Tls. 104
Laou-kung-mow	Tls. 23
Oriental	Tls. 9¾
Shanghai Cotton	Tls. 142
Industrials	
Butler Tiles	Tls. 25
China Sugar	H.$186 S.
Green Island	H.$20,20 Sa.
Langkats	Tls. 10.35
Major Bros.	Tls. 5
S'hai Sumatra	Tls. 80
Stores	
Hall and Holts	$7
Llewelyn	$42½
Lane Crawford	$92 B.
Moutrie	$45
Watson	H.$ 9½ B.
Weeks	$13
Rubbers (Local)	
Alma	Tls. 2¼
Amherst	Tls. 0.10
Anglo-Java	Tls. 3.40 B.
Anglo-Dutch	Tls. 1
Ayer Tawah	Tls. 11⅜
Batu Anam 1918.	Tls. 0.32½
Batu	Tls. 0.32½
Bukit Toh Alang.	Tls. 1
Chemor United	Tls. 0.30 B.
Chempedak	Tls. 2
Cheng	Tls. 1
Consolidated	Tls. 0.75 B.
Dominion	Tls. 0.50 B.
Gula Kalumpong.	Tls. 4½
Java Consolidated	Tls. 4½ S.
Kapayang	Tls. 6
Karan	Tls. 3
Kedah	Tls. 1
Kota Bahroe	Tls. 0.80 B.
Kroewoek Java	Tls. 5
Padang	Tls. 3
Pengkalan Durian	Tls. 1
Permata	Tls. 0.50
Repah	Tls. 0.25
Samagagas	Tls. 0.25
Seekees	Tls. 50 cts.
Semambu	Tls. 0.50 S.
Senawang	Tls. 0.60
S'hai Kiebang	Tls. 0.35
Shanghai Malay	Tls. 1
S'hai Malay pref.	Tls. 5
Shanghai Pahang.	Tls. 0.55
Sungala	Tls. 25 cts.
Sungei Duri	Tls. 4¼
Sua Manggis	Tls. 1
S'hai Seremban	Tls. 0.40
Taiping	Tls. 0.15
Tanah Merah	Tls. 0.25
Tebong	Tls. 0.80
Tiangbes	Tls. 1.90
Miscellaneous	
C. I. & E. Lumber	Tls. 825
Cmty Dairy	Tls. 10 B.
Shanghai Trams.	Tls. 103 B.
Shanghai Gas	Tls. 25 B.
Horse Bazaar	Tls. 45
S'hai Mercury	Tls. 20 B.
S'hai Telephone	Tls. 81 B.
S'hai Waterworks.	Tls. 130 B.

B. Sellers, Sa. Sales, B. Buyers,

Benjamin and Potts, 8 Jinkee

Money Exchange

Shanghai, June 10, 1922
Market 72.025
Native Interest 11
Mexican Dollars
Shanghai Gold Bars 978
Touch 293
Copper Cash 237.500
Bar Silver 35¾
Bar London rate
Paris on London 49.60
New York on London .. 449⅛
Banks Opening Selling Rates
London
Telegraphic Transfer.. 3s. 6d.
Demand ..... 3s. 6 1/16 d.
New York
Telegraphic Transfer.... 78¾
Demand 79

OPENING RATES
June 10, 1922
Bar Silver Spot ..35⅝—3/6¼
Bar Silver Forward ..35⅝
Mex. Dollars 72.025
Native Interest 11

Hongkong and Shanghai Bank
Opening quotations 9:30 a.m.
BANKS' SELLING RATES
London (T.T.) 3/6
London (Demand) 3/6¼
London 4 m-s 3/6¼
India (T.T.) 268¾
France (T.T.) 870
America (T.T.) 78¾
Hongkong (T.T.) 73½
Japan (T.T.) 61
Batavia (T.T.) 206
Straits (T.T.) 66½

BANKS BUYING RATE
London 4 m-s Credits .. 3/8¼
London 4 m-s Docts .. 3/8¾
London 6 m-s Credits .. 3/9
London 6 m-s Docts ....
France 4 m-s 920
America 4m-s L/c 82¾
Docs 83¼

Gold Dollars: Bank Buying Rates
@ 80⅝=Tls. 123.84
@ exch. 72.3=Mex. $171.23
Sovereign: Bank buying rate
@ 3s. 7d.=Tls. 5.58
@ exch. 72.3=Mex. $7.72

CUSTOM HOUSE EXCHANGE RATES FOR JUNE

Hk. Tls. 5.10	@ 3s. 6¼d.	£1	
" 1.15	@ 77⅞	Gold	$1
" 1	@ 861	Francs	9.59
" 1	@ —	Marks	—
" 1	@ 61⅝	Yen	1,82
" 1	@ 267⅝	Rupees	2.98
" 1	@ —	Rouglas	—
" 1	@ 1.50	Mex.	$1.50
" 1	@ 15.05	Ital. Lire	16.77

International Banking Corporation
CLOSING COUNTER RATES
Demand selling on America 79
Demand buying on America 80⅜
Demand selling on London 3s. 6 1/16 d.
Demand buying on London 3s. 6⅞ d.

GOLD BAR QUOTATIONS
(Far Eastern Bank)

Time	Quotations	Bars.
Opening:		
9:00	294.00	
9:15	293.00	6300
9:40	292.50	4690
10:15	293.10	5950
10:30	293.50	3290
11:00	292.80	3220
11:30	293.30	5740
Closed at:		
12:00	293.50	2390

ROUBLE EXCHANGE
Bank Buying Rates
Roubles 250,000 .....Tls. 100
Roubles 100 .....Mex. $0.05

SINO-ITALIAN BANK
Bank Selling Rates
It. Lire 15.25=1 Tael
Swiss Frs. 4.10=1 Tael
Marks 220.00=1 Tael
Equivalent Foreign Quotations
It. Lire 87.25=1 Pound Sterling
It. Lire 19.39=1 U. S. Dollar
It. Lire 176.33=100 Fr. Francs

The Small Investors' Co.

Shanghai, June 10, 1922
BUSINESS REPORTED
Telephones Tls. 81.00
S. M. C. Debt, 7% 1920
UNOFFICIAL
Tls. 100.00
Chemors Tls. 0.30

Exchange Fluctuations
Asia Banking Corporation

June 10, 1922

Spot and forward bar silver were each down ⅛d in London yesterday. The New York price declined to 71⅞ cents, and the London-New York cross rate to 449⅝.

The only changes in our official quotations here today were a rise in the Yen rate to 61 and in the Franc rate to 870. The Rupee rate was dropped to 268¾.

Our market was steady today, particularly in the early part of the morning when business in Sterling was done at 3-6⅝ for July-August, and in Gold Dollars at 79¾. At the close, however, there were buyers at these rates.

Sellers were offering 3-6⅝ for June and 3-6½ for July-August Sterling. Gold Dollar sellers were offering 79¾ for June and 79½ for July-August. The market closed steady.

India sold a small amount of silver in London yesterday, and the market there, as well as in New York, is reported as steady.

Shanghai Sharebrokers Association

Business Done

Shanghai, June 10, 1922
OFFICIAL
New Eng. (Pref.) Tls. 4.75
UNOFFICIAL
Yangtsze Insurance $22.00
Telephones Tls. 81.00

Rubber Output

	Apr.	May
Alma	23,000	23,000
Anglo-Dutch	72,000	60,000
Anglo-Java	164,000	140,000
Ayer Tawah	24,225	24,263
Batu Aanam	21,508	21,532
Bukit Toh Along	30,972	23,789
Bute	18,000	18,825
Chempedak	11,700	11,800
Chemor United	22,267	27,748
Cheng	12,020	12,905
Consolidated	54,927	58,724
Dominion	10,159	11,390
Gula Kalumpong	93,000	92,000
Java Consolidated	64,900	60,100
Kamunting	—	—
Kapala	12,011	
Kapayang	17,393	17,940
Karan	11,315	9,575
Kota Bahroe	22,827	24,791
Kroewoek	46,000	42,000
Langkat	60,631	66,293
New Amherst	7,502	7,889
Padang	19,000	19,000
Pengkalan Durai	—	—
Permata	7,998	
Repah	19,381	
Samagaga	20,260	30,000
Semambu	13,508	15,295
Senawang	20,000	22,800
See Kee	11,491	16,207
Shanghai-Seremban	12,629	15,452
Shanghai Kedah	24,409	21,545
Shanghai Kelantan	16,500	*19,000
Shanghai-Malay	31,136	33,482
Shanghai-Pahang	19,917	21,573
Shanghai-Klebang	9,810	11,247
Shanghai-Sumatra	48,951	54,103
Sua Manggis	14,100	15,400
Sungala	15,948	16,498
Sungei Duri	21,445	25,281
Tebong	45,500	53,000
Taiping	9,050	
Tanah Merah	32,500	36,700
Ziangbe	49,200	35,700

*28 days tapping.

U. S. A.
LATEST SPRING STYLE'S
Select your Spring Suit, Overcoat, Tuxedo, Full Dress, etc from my most complete line of latest Seasonable Clothes.
I am located at G20, Tiendong Road (only a few steps from Broadway)
THOM SHING
AMERICAN STYLE TAILOR

AGE is no indication of eye condition. Many aged people do not need to wear glasses, whereas many children need them at an early age.
Sometimes children, otherwise bright and intelligent, are backward in school on account of defective eyesight which is entirely unsuspected.
Let us test the eyes of your children. Be sure that you know whether or not their eyes are all right.
The Chinese Optical Co.
中國精益眼鏡公司
P353 Nanking Road, SHANGHAI.

AYRTON'S

COCOANUT OIL SHAMPOO
NATURE'S OWN TREATMENT
It will enhance and preserve the beauty of your hair, bring out its tone and colour, and eradicate dandruff. "Fine, soft, glossy hair" is the certain reward of those who make its use habitual.
ON SALE at all Chemists and Stores.
$1.00 per bottle
It must be "AYRTON'S"
Accept no Imitations
Trade-Mark

Stock Exchange
Transactions

TODAY'S QUOTATIONS
Shanghai, June 10, 1922
OFFICIAL BUSINESS
S. & H. Wharves Tls. 147.00
UNOFFICIAL BUSINESS
H. & S. Banks $860.00

Silk Market

In their silk market report, Messrs. William Little and Company write as follows:

Our last report was dated June 2.

White Silk.—The market continues firm with prices generally above buyers' ideas.

Skeins, Motsan, Gold Double Cock 1, 2, 3, 4, Tls. 695, No. 1. Gold Peacock 1, 2, 3, 4, Tls. 695, No. 1.

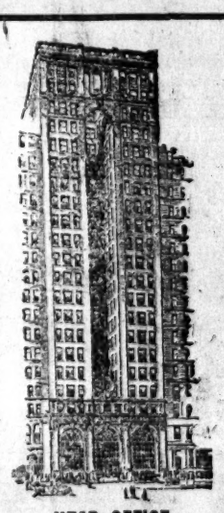
Fanchow Blue Stork Ex. Tls. 680.

Steam Filatures.—There has been some business passing chiefly, in Medium grades. Prices appear to be easing off.

Cables from Japan put Sinshuis, No. 1 down to Yen 1,800 nominal.

The China Mutual Life Insurance Co., Ltd.
Registered in England and Hongkong.
A BRITISH COMPANY with a complete organisation throughout Asia, and Assets exceeding.
TAELS TEN MILLIONS
HEAD OFFICE 10 Canton Road. Shanghai.

工商銀行
Head Office: HONGKONG. *Hankow Branch*: PANOFF BLDG.
THE INDUSTRIAL & COMMERCIAL BANK, LTD.
51 KIANGSI ROAD.
Every description of banking transacted. Correspondents in China and abroad.
Telegraphic Address: "KONGSHAN."
Tel Nos. C. 3204 and 5816.
CHU KINHOW, Manager, Shanghai Branch.


AMERICAN EXPRESS COMPANY
BANKING DEPARTMENT
Commercial and Exchange Banking
TRAVEL DEPARTMENT
Railway and Steamship Tickets
SHIPPING DEPARTMENT
Express and Freight Forwarding
8 and 8B KIUKIANG ROAD SHANGHAI
Offices in the Far East
HONGKONG, YOKOHAMA, PEKING, SYDNEY, CALCUTTA, MANILA, TIENTSIN, KOBE
HEAD OFFICE
65 Broadway-New York

BIANCHI
23 Nanking Road
ICE CREAM
all flavours
BRICKS A SPECIALITY

SHANGHAI WATCH & CLOCK Co.
71, Nanking Road.

We have in stock all descriptions of Clocks and Watches.
Genuine goods and moderate prices.
Cash Sale 20% discount
TELEPHONE C. 6196

LACTOGEN
The NATURAL-MILK Food
The most perfect substitute for mother's milk.
FREE!
Our interesting "MOTHER-BOOK" together with a SAMPLE TIN FREE on application to:—
Nestle & Anglo-Swiss Condensed Milk Co., 8, Nanking Road, Shanghai.
"LACTOGEN" requires only the addition of boiling water to be instantly ready for use.
Stocked by all Chemists and Grocery Stores.
Fill In This Coupon
Name Mrs. (or Printing Letters)
Address No. P.)

Cooks, amahs, house boys, coolies supplied at very short notice. Hundreds of testimonials from satisfied clients.
We also undertake the supply of sailors, firemen, stewards, etc. at reasonable terms.
Call, phone or write to us.
International Employment Agency,
123 Szechuen Road, Shanghai.
'PHONE Central 7201.

Just Received
A Great Variety of
MANILA HATS
at
Very Low Prices
THE CATHAY LACE CO.,
19 Nanking Road, Shanghai.

"BEAR BRAND" STERILIZED
BERNESE ALPS MILK

"The Richest of all Tinned Milks Tested"
says the committee on Infant and Invalid Diet of the Medical Missionary Association of China.
Sold by all Grocers
Sole Agents
ANDREWS & GEORGE
No. 62 Kiangse Road, Shanghai.
Phone C. 454.

Newly Arrived
"KLIM"
(whole—skimmed)
Powdered Milk
Sold By
Yuen Tah & Co.
1102 Broadway
Tel. North 336 & 3097

REMINDER!
Efficient work and tolerable existence during the imminent hot weather is only attained with the help of ELECTRIC FANS.
In previous years demand exceeded supply and fan stocks were exhausted with resultant discomfort to those who failed to make timely provision.
Profit by their experience and purchase your fans without delay.
Various types may be inspected and selections made at the SHOWROOM: 26 Nanking Road.
Municipal Electricity Dept.
Offices: 17 Foochow Road. Telephone: Cent. 283.

ABC
CAPITAL $4,000,000 SURPLUS $2,000,000
ASIA BANKING CORPORATION
an American Institution
HEAD OFFICE FOR THE FAR EAST
Kiukiang and Kiangse Roads
SHANGHAI
Current, Savings Accounts and Fixed Deposits in U. S. Gold, Sterling, Francs, Taels and Local Currency.
Drafts Bought, Sold and Entered for Collection.
Commercial and Travelers Letters of Credit.
Telegraphic Transfers to All Parts of The World.
Foreign Exchange Bought and Sold.
Credit and Commercial Information or Advice.
Through Our Correspondents in All Parts of The World we are qualified to render an International Banking Service that is Economical, Accurate and Prompt.
BRANCH OFFICES
PEKING, TIENTSIN, HANKOW, HONGKONG, CANTON, SINGAPORE, MANILA SAN FRANCISCO
HEAD OFFICE IN THE UNITED STATES
85 BROADWAY, NEW YORK CITY

"DRAGON BRAND"

Pure Chinese Silk Hosiery
with
Back seams, Fancy Stripes and Embroidered lox
Superior quality, Fast dyes, latest styles.
Sizes up to American Standard. We also make lisle hosiery and silk scarfs.
The Pioneer Knitting Mill
Wholesale Office, 451 Szechuen Road,
Retail by
Ching Tai Cheong
64 Szechuen Road (opp. to Ningpo Road).

ISIS THEATRE

Tonight, the Last night, at 7:15 and 9:30

"THE WEDDING OF PRINCESS MARY"

AND

A VITAGRAPH SUPER FEATURE

"THE HEART OF MARYLAND"

WITH

CATHERINE CALVERT

AND

ALL STAR CAST

7 . . . Parts . . . 7

A romanee of the American Civil War. A photoplay that will grip your heart with its stirring tale of love and drama

MATINEE TODAY AT 3 P.M.

"MIRACLES OF THE JUNGLE"

First 2 episodes and Final episodes of

"THE SKY RANGER"

EMPIRE THEATER

Avenue Joffre

Showing

Monday, Tuesday and Wednesday
June 12th, 13th and 14th

DOUGLAS FAIRBANKS

IN

"A MODERN MUSKETEER"

ANNOUNCEMENT

CARLTON, LTD.

Our Ball Room will be transformed on Tuesday, 13th, into a

Beautiful Willow Grove

with special lighting and an immense ICE FOUNTAIN in the centre,

Not only giving a beautiful effect but actually making the room 10 degrees cooler.

A *Special Dinner De Luxe* will be served in our Dining Room.

Make Tuesday Reservations,
Central 2301 & 2337.

CARLTON, LTD.

Points of the Point

1. Beautiful surroundings by the riverside and really the coolest spot in Shanghai.
2. Alert and Expert American management assuring prompt, efficient and courteous service.
3. A French chef who is an artist and nothing on the table except the very best obtainable regardless of cost.
4. A selection of wines to please the most fastidious.
5. Good music and dancing.

The Point Hotel

By The Riverside

East 4-9-4

ISIS THEATRE

Commencing Tomorrow, Monday June 12th

At 9:15 p.m. FOR THE WHOLE WEEK *At 9:15 p.m.*

A Film Epic That Will Mark a Film Epoch

Douglas Fairbanks

in Alexandre Dumas'

"THE THREE MUSKETEERS"

12 Reels of Humor and Pathos of Love and Jealousy 12

"ALL FOR ONE, ONE FOR ALL"

Just one more fast flying day, then—a revelation! For Douglas Fairbanks in "The Three Musketeers," which will be presented to an eagerly waiting public Tomorrow, is a striking revelation of what can be accomplished when hundreds of thousands of dollars are spent, not extravagantly but with judgment, on the picturisation of a matchlessly fine story! It is a drama worthy of Fairbanks—and Fairbanks has made a production worthy of the story!

A United Artists Corp. Special Production!

Extra Augmented Orchestra! Special Music! Directed by Prof. F. Martinez

Admission Prices: Box seat $3.00, Dress Circle $2.00 and Stall $1.00

Booking at Messrs. S. Moutrie & Co.

Matinees Everyday at 5:30 p.m.

Hankow Market

The British Chamber of Commerce at Hankow write as follows in their weekly circular dated Hankow, May 31:

FINANCE

Bar silver in London dropped from 36⅞ ready and forward on the 24th, to 36⅝ ready and forward on the 30th inst. The New York-London cross rate remained steady throughout the week at 4.85. T.T. on London dropped from 3s. 8½d. to 3s. 7½d but recovered later to 3s. 8d. with probable sellers over this rate all the week. 4 m-s. Credits were placed at from 3s. 9⅝d. down to 3s. 8⅝d., the market closing firm. Chinese market rates: T.T. on Shanghai was sold up to 97.85. Local currency, Dollars: 70.65. Native interest: 12 per cent per annum.

EXPORTS

There was a fair enquiry in the market for cereals, but for the most part below current local values. The continued high exchange rates have not improved matters and therefore business was not at all brisk. Some small business has been done, it is reported, at cut prices, but on the whole, the week under review may be described as very dull in practically all classes of produce.

IMPORTS

Piece Goods:—The market was quiet owing to the approach of the Dragon Boat Festival, and showed signs of being slightly easier. It is anticipated that after the settlement an improvement should take place.

Yarn:—Market quiet—very little if anything doing.

Share Market

Messrs. J. P. Bisset and Company write as follows in their share report for week ending Friday:

Business continues dull on the local Stock Exchange and few transactions have been recorded during the past week. Cottons continue unchanged and almost neglected and at the close today both Ewos and Shanghai Cottons could be obtained at easier prices. Shanghai Tugs have again improved and Tls. 57.00 is now offering for them. New Engineering Works and Shanghai Docks are wanted and can be obtained at slightly over today's buying quotation. S. & H. Wharf, Shanghai Lands and the other investment stocks continue in demand but very few shares have changed hands at prices offered.

London market shows no market changes and the following are our latest advices by cable during the past week:

Chinese Eng. & Mining Co., Ltd. "B" £3 12s. 6d.

Chinese Govt. 5% Reorg. Loan 1913—British Issue £76

Chinese Govt. 5% Reorg. Loan 1913—French Issue £73.

Shanghai Electric Construction Co., Ltd. "B" £18 12s. 6d.

Gula Kalumpong Rubber Estates 19s.

Chartered Bank of India, Australia and China £18 5s.

P. & O. Banking Corporation £13.17s. 6d (buyers)

N.B.—Quotations are "Selling" quotations unless otherwise stated.

TOWN HALL

Tuesday, 13th June, 1922, at 9.15 p.m.

GRAND OPERATIC CONCERT

given by the

Three Famous Italian Artists

Angelo PILOTTO—Letizia LEVI—

(Baritone) (Mezzo-Sop.)

Oreste CAROZZI

(Bass)

with the kind collaboration of

THE CELEBRATED PRIMA-DONNA

Mme. M. B. Tscherkasskaya

under the Leadership of

MAESTRO MARIO PACI

with the

Full Municipal Orchestra

Booking at MOUTRIE'S

Admission: $5, $3, $2 and $1.

49300

HONGKEW CINEMA

112 Chapoo Road

Will show Tonight Sunday

DOUGLAS FAIRBANKS

in

'A MODERN MUSKETEER'

OLYMPIC THEATRE

On Sunday, June 11th

ELSIE FERGUSON

IN

"THE AVALANCHE"

The story is one of absorbing interest and deals with the hereditary gambling taint in the blood of a young girl, Helene, herself the daughter and granddaughter of gamblers. In the story, Helene's mother is the daughter of a gambler living near Monte Carlo, and when he is killed in a duel, he leaves his daughter, Chichita penniless.

Her gambling debts pile upon her. Holders of her I. O. U's make her life a torture! Ruin stares her in the face when her mother makes a supreme sacrifice to save her. A mighty story of daughters' debts and mothers' hearts. For YOU!

Matinee Today, June 11th

at 3.15 p.m. showing

"THE AVALANCHE"

And Two New Episodes of "THE BLUE FOX"

At the

St. George's Gardens

217 Bubbling Well Road, Open Air Cinema Show

TO-NIGHT TO-NIGHT

Showing

CHARLIE CHAPLIN

in his latest screaming Classic

"PAY DAY"

A Knockout of Fun Packed with smiles from start to finish.

A FIRST NATIONAL ATTRACTION!

Also Showing

WANDA HAWLEY

in

"THE OUTSIDE WOMAN"

From the stage success "All Night Long" by Philip Bartholomae

A comedy of Newly-Weds in Duplicate apartments, with busy fire escape between.

Only one Laugh in this play—From start to Finish.

N. B. The show starts at 9.10 p.m. sharp and it ends before latest tramcar leaves the place.

VICTORIA THEATRE

TONIGHT! TONIGHT!

IVAN ABRAMSON Presents

IN A SPECIAL PROGRAMME

"ENLIGHTEN THY DAUGHTER"

The most unconventional problem, treated in a powerful and convincing manner

ENLIGHTEN THY DAUGHTER

A powerful screen story that will never be forgotton

It is a story that we see in everyday life, but goes unobserved until brought home forcibly to us.

Reveals it to you with a shock

It handles a delicate problem in a way that tells the truth, missing nothing.

Enlightenment Photoplays Corp. presents Enlightening Daughters
"Enlighten thy Daughter"
LATER: THE NEGLECTFUL MOTHER PAYS

Booking at Moutrie's *Prices $1.50 and $1.00*

Holders of Special Coupons are entitled to use the same by paying the difference.

Matinee Today, June 11th Showing

"Enlighten Thy Daughter"

and The Last Episode of "The BLUE FOX"

AT THE

ST-GEORGE'S GARDENS

217 Bubbling Well Road.

Open Air Cinema Show

Monday, Tuesday and Wednesday June 12th, 13th & 14th

Realart Pictures

presents

Alice Brady

in

"Out Of The Chorus"

A drama of love and sacrifice, which proves that character does not depend upon aristocratic birth.

A story of a Marriage between a youth from a first family of New York and a girl from the first row of the chorus.

A Picture You'll Like!

N. B. The show starts at 9.10. p.m. After the show is over there's always a tramcar waiting for you.

THIS IS *THE* WEEK OF SPECIAL FEATURES

AT THE

APOLLO THEATRE

Monday, Tuesday & Wednesday June 12th, 13th & 14th

A Special Attraction—The Greatest Boy and Dog Picture!

"The Big Adventures"

Starring that Wonderful Boy

"Breezy" Eason

in an absorbing treat for young and old

CHUCKLES—THRILLS—LAUGHS—TEARS—LOVE—DRAMA

Here it is at last! A photodrama of the original "tough-luck kid", with just as big a thrill as the bigest thriller you ever saw—chuck-full with human interest and boy appeal—romantic with a big love story.

When you see this wonderful boy and his beloved dog win through all kinds of adventure to happiness you'll say: "SOME PICTURE!"

"The Big Aeventure" is from the widely read story "Patches" by James Edward Hungerford.

Thursday, Friday, Saturday & Sunday June 15th, 16th, 17th & 18th

PATHE-HAMPTON PRESENTS THE

ROGUISH, DEVILISH, SWEET AND CAPTIVATING STAR

BLANCHE SWEET

in a pert and snappy farce-comedy

"HER UNWILLING HUSBAND"

As Sparkling, Effervescent, Bubbling, Blithe and Gay as Champagne is this Semi-naughty, Slightly Risque, Farce-Comedy, Written Especially for Blanche Sweet by Kenneth B. Clarke.

It is a story of one woman and two men unchaperoned, under one roof.

Because the house is on an island and a terrific storm is raging, both men are forced to stay.

One is a stranger to woman—the other her cast-off fiance.

"HER UNWILLING HUSBAND"

Will amuse men, women and children—old and young.

It typifies youth, adventure and romance.

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Matinee To-day at 3 p.m.

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CHARLIE CHAPLIN

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A knockout of fun. The lastest and funniest

of

CHAPLIN'S CLASSICS

Distributed by Pathe

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in

"She Couldn't Help It"

To-night at 9.15 p.m.

EDGAR LEWIS

Presents

"THE SAGE HEN"

from the story by Harry Solter

with

Gladys Brockwell,

Wallace Macdonald

and Lillian Rich.

A Drama of a mother's soul, standing stark and glorious against the hardshelled morals of narrow-minded men and women.

A sublime Epic of mother Love.

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Steamer KIANGYUNG, Captain Smith, will leave on Sunday, June 11, at midnight. For Freight or Passage, apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. SHIWO, 2,071 Tons, Captain Jackson, will sail for the above-mentioned ports from Hunt's Wharf on Monday, June 12, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Str. KIANGSHUN, Captain Philip, will leave on Monday, June 12, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. WOSANG, 1,783 Tons, Captain Holmwood, will sail for the above mentioned ports from Old Ningpo Wharf on Tuesday, June 13, at about midnight. For Freight, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions to Freight Departments.

HANKOW AND PORTS.—The Indo-China S.N. Co.'s LOONGWO, 3,825 Tons, Capt. James, will sail for the above-mentioned ports from Hunt's Wharf on Wednesday June 14, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone: Cen. 241 Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. LUENHO, 2,868 Tons, Captain Woodget, will sail for the above-mentioned ports from Hunt's Wharf on Thursday, June 15, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. KUNGWO 4,635 Tons, Captain Gibb, will sail for the above-mentioned ports from Hunt's Wharf on Friday, June 16, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Tel. C. 241. Extensions to Freight and Passenger Departments.

For Southern Ports

WENCHOW.—The Str. HAEAN Capt. F. H. Wallace, will leave on Sunday morning, June 11. For Freight or Passage, apply to C.M.S.N. Co.

NINGPO.—The Steamer HSIN KIANGTEEN, Capt. Taylor, will leave on Tuesday, June 13, at 4:30 p.m. For Freight or Passage, apply to C.M.S.N. Co.

HONGKONG AND CANTON.—The Str. KWANGLEE, Captain Crawford, will leave on Tuesday morning, June 13. For Freight or Passage, apply to C.M.S.N. Co.

TAKAO (FORMOSA) VIA FOOCHOW & KEELUNG.—The Str. FUKUKEN MARU, Captain F. Yegusa, will be despatched from the Co.'s Yangtszepoo wharf on June 14, at ———— For Freight and Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. No 4233, 4234 and 4235.

For Northern Ports

CHEFOO & TIENTSIN.—The Str. HSINMING, Capt. Wallace, will leave on Sunday morning, June 11. For Freight or Passage, apply to C.M.S.N. Co.

NEWCHWANG DIRECT.—The Steamer TOONAN, Capt. Nielsen, will leave on Tuesday morning, June 13. For Freight or Passage, apply to C.M.S.N. Co.

CHEFOO AND TIENTSIN.—The Str. HSINKONG, Captain Smith, will leave on Tuesday morning, June 13. For Freight or Passage, apply to C.M.S.N. Co.

TIENTSIN & DAIREN via TSINGTAU.—The str. KOHOKU MARU, Capt. N. Akazawa, will be despatched from the Co.'s Yangtszepoo wharf on Wednesday, June 14, at ————. For Freight and Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. No 4233, 4234 and 4235.

VLADIVOSTOK.—The Mail Steamer TELI, will be despatched from Shanghai on Wednesday, June 14. The tender conveying mail and passengers will leave the French Mail Jetty on Wednesday, at 10:30 a.m. For Freight or Passage, apply to L. V. Lange, No. 8 French Bund. (Tel. Nos. Central 3059 & 3060).

VLADIVOSTOK DIRECT.—The steamer SHINLEE, Captain Kozloff, will be despatched for the above port on June 16. For Freight and or Passage, apply to S. HEIMANN & Co., 19A Canton Road, Tel. C. 1604.

For Japan Ports

MOJI AND KOBE.—The Steamer NANKING MARU, Captain [illegible] Orihara, will be despatched from Y'poo wharf on Wednesday, June 14, at/———— For Freight, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. C. No. 4233, 4234 and 4235.

The Foreign Ports

TACOMA & SEATTLE VIA DAIREN, JAPAN PORTS, CALLING AT VICTORIA AND VANCOUVER.—The Osaka Shosen Kaisha Steamer HAWAII MARU, Capt. T. Suruga, will be despatched on Wednesday, June 14. For Freight or Passage, please apply to THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. No. 4234 and 4235.

Shipping Items

YANGTSZE PORTS

The I-C. s.s. Wosang left Hankow on Thursday and is due in Shanghai this morning.

The C.N. s.s. Chungking left Hankow on Thursday and is due in Shanghai this morning.

The C.M. s.s. Kiangteen left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.N. s.s. Woosung left Hankow on Friday and is due in Shanghai tomorrow morning.

The C.M. s.s. Kiangan left Hankow yesterday and is due in Shanghai on Tuesday.

The I-C. s.s. Loongwo left Hankow yesterday and is due in Shanghai on Tuesday.

The I-C. s.s. Luenho will leave Hankow today and is due in Shanghai on Wednesday.

The C.N. s.s. Poyang will leave Hankow today and is due in Shanghai on Wednesday.

The C.M. s.s. Kiangshin will leave Hankow tomorrow and is due in Shanghai on Thursday.

The I-C. s.s. Kungwo will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.N. s.s. Luenyi will leave Hankow tomorrow and is due in Shanghai on Thursday.

The C.M. s.s. Kiangyu will leave Hankow on Tuesday and is due in Shanghai on Friday.

The C.N. s.s. Wuchang will leave Hankow on Tuesday and is due in Shanghai on Friday.

SOUTHERN PORTS

The I-C. s.s. Tungshing is due in Shanghai from Canton, Hongkong and Ningpo on Tuesday.

The I-C. s.s. Fausang is due in Shanghai from Hongkong on Tuesday.

The C.N. s.s. Szechuen left Hongkong on Thursday and due in Shanghai tomorrow.

The C.M. s.s. Hsinchi will leave Foochow yesterday and is due in Shanghai tomorrow.

The I-C. s.s. Kwongsang is due in Shanghai from Canton, Hongkong and Swatow tomorrow morning.

The C.N. s.s. Sunning left Hongkong yesterday and is due in Shanghai on Wednesday.

The C.M. s.s. Kwangtah left Hongkong on Wednesday and is due in Shanghai today.

The C.N. s.s. Kwangchi left Hingwah for Wenchow and Shanghai on Friday.

The C.N. s.s. Suiyang will leave Hongkong tomorrow and is due in Shanghai on Friday.

The C.N. s.s. Luchow will leave Hongkong on Tuesday and is due in Shanghai on Saturday.

NORTHERN PORTS

The C.N. s.s. Shuntien left Tientsin on Thursday and is due in Shanghai by way of Chefoo and Weihaiwei today.

The I.C. s.s. Hangsang is due in Shanghai from Tsingtao tomorrow morning.

The C.N. s.s. Yingchow left Tsingtao on Friday and is due in Shanghai today.

The C.M. s.s. Yushun left Tientsin on Friday and is due in Shanghai by way of Chefoo tomorrow.

The C.M. s.s. Hsinchang will leave Tientsin today and is due in Shanghai by way of Chefoo on Wednesday.

The C.N. s.s. Fengtien will leave Tientsin today and is due in Shanghai by way of Chefoo and Weihaiwei on Wednesday.

The C.N. s.s. Shantung will leave Tsingtao on Tuesday and is due in Shanghai on Thursday.

JAPAN PORTS

The N.Y.K. s.s. Yamashiro Maru left Moji for Shanghai on Froday and is to dock at the N.Y.K. Wharf today.

The N.Y.K. s.s. Kumano Maru will leave Moji for Shanghai tomorrow and is to dock at the N.Y.K. Wharf on Wednesday.

INDIAN PORTS

The P. & O. s.s. Dunera was expected to leave Bombay for Straits, Hongkong and Shanghai on Wednesday.

The P. & O. s.s. Soudan is expected to leave Bombay for Straits, Hongkong and Shanghai on June 14.

The B.I. s.s. Zira left Rangoon for Shanghai on Wednesday afternoon, May 31.

The B.I. s.s. Janus left Calcutta on Sunday morning, June 4 and is due in Shanghai by way of Straits and Hongkong on June 24.

EUROPEAN LINES

The P. & O. s.s. Kashgar sailed from London at 2 o'clock Friday afternoon, May 26 and is due in Shanghai about July 5.

The H-A. Line m.v. Rheinland, from Hamburg, passed Suez Canal on Wednesday, May 31 and is expected to arrive in Shanghai about June 30.

The Glen Line m.v. Glenluce is due in Shanghai from London and Genoa on July 10.

The Norwegian, Africa and Australia Line m.s. Teneriffa, from Christiania, left Antwerp on May 27 and is due in Shanghai about July 22.

The Norwegian, Africa and Australia Line s.s. Mesna, from Christiania, left Singapore on Monday, June 5 and is due in Shanghai by way of Hongkong on June 16.

The P. & O. s.s. Karmala, from London on May 12, is expected to leave Singapore tomorrow and is due at Hongkong on June 17 and in Shanghai on the 21st.

The M.M. s.s. Azay le Rideau will sail from Shanghai for Marseilles and ports on Saturday, June 24, at 10 a.m. Passengers may embark direct at the S.M.R. Whangpoo Wharf from 8 o'clock in the morning and heavy baggage should be delivered to the Company's godown by Friday noon, June 16.

The M.M. s.s. Armand Behic, with the French mails of May 5 left Hongkong at 6 o'clock Friday morning and is due in Shanghai about 6 o'clock this evening. The liner will dock at the S.M.R. Whangpoo Wharf.

The M.M. s.s. Chambord, with the French mails of May 19, is expected to arrive at Saigon on Friday, June 16 and in Shanghai on the 26th.

AMERICAN LINES

The China Mail s.s. China was due to sail from San Francisco on May 30 and is expected to arrive in Shanghai by way of Honolulu, Yokohama, Kobe and Nagasaki on June 24.

The Dollar s.s. Esther Dollar was due to sail from New York for Shanghai and ports yesterday.

The Lumberline s.s. Luise Nielsen is due in Shanghai from Portland, Ore., by way of Japan ports in early July.

The Lumberline s.s. Niels Nielsen is due in Shanghai from Portland, Ore., and Japan ports on July 10.

The South China Line s.s. West Keats is due in Shanghai from Portland, Japan and Northern ports early July. The steamer will sail from this port for Hongkong, the Philippines and homebound to Portland.

The South China Line s.s. West Cayote was due to sail from Hongkong for Portland on June 3.

The P.M. s.s. President Cleveland, formerly Golden State, was scheduled to sail from San Francisco on June 3 and is due to arrive in Shanghai by way of Honolulu and Japan ports on June 23.

The Adl. Line s.s. President McKinley (formerly Keystone State) was scheduled to sail from Seattle yesterday and is due to arrive in Shanghai by way of Yokohama nd Kobe on June 27.

The Adl. Line s.s. President Jackson, ex-Silver State, which sailed from Shanghai on May 22, arrived in Seattle by way of Kobe and Yokohama on June 6.

The Adl. Line s.s. Eastern Knight, from New York, arrived at Dairen from Kobe on Thursday.

The Adl. Line s.s. President Madison which sailed from Seattle on May 27, is due to leave Kobe today and is expected to arrive in Shanghai on Tuesday morning. The liner has on board 1,326 sacks of mail and a full passenger list.

The C.P.S. s.s. Empress of Canada sailed from Woosung last night and is due to arrive in Vancouver by way of Yokohama only on June 23.

Men Of War In Port

Section	Date	Name	Flag and Rating
	June 7	Aberanda	Am. Transport
	June 6	Alden 211	Am. Destroyer
F. N. B.	———	Altair	Fr. Sloop
	June 6	Barker 213	Am. Destroyer
	June 6	Borie 215	Am. Destroyer
	June 6	Broome 210	Am. Destroyer
	June 6	Chandler 206	Am. Destroyer
Mc. W.	Mar. 20	Cricket	Br. Gunboat
	June 6	Dorsey	Am. Destroyer
	June 6	Hovey 208	Am. Destroyer
	June 6	J.D. Edwards 216	Am. Destroyer
	June 6	Long 209 (F)	Am. Destroyer
Mc. W.	Mar. 22	Mantis	Br. Gunboat
	June 6	Rathburne 113 (F)	Am. Destroyer
	June 6	Roper 147	Am. Destroyer
	June 6	S. Thompson 212	Am. Destroyer
	June 6	Southard 207	Am. Destroyer
	June 6	Talbot 114	Am. Destroyer
	June 6	Tracy 214 (F)	Am. Destroyer
Y. T. P. W.	May 24	Toba	Jap. Gunboat
	June 6	Waters 115	Am. Destroyer
	June 6	Whipple 217	Am. Destroyer
	June 6	Zane 337	Am. Destroyer

Information For Mariners

SUNDAY, JUNE 11, 1922

High Water at Woosung Bar

(The night tides are higher than the day tides, they are abou equal at 4 and 5 o'clock).

Approximate rise, at springs 4 1/4 h; at neaps, 5 h.
fall, at springs 8 1/4 h; at neaps, 7½ h.

Time	Range	Time	Range
0h. 56m.	10ft. 0in.	1h. 16m.	8ft. 0in.

High Water at Tungsha Lightship

(The night tides are higher than the day tides).

Approximate rise, 5 h; approximate fall, 7 h.

A.M.		P.M.	
H.	M.	H.	M.
		0	19

Time of Moonrise, Moonset, Sunrise, Sunset

Moon		Sun		Daylight	Dark
Rises	Sets	Rises	Sets		
8.20 p.m.	6.20 a.m.	4h. 56m.	7h. 2m.	4h. 11m.	7h. 47m.

Mean Barometric Pressure at Shanghai.
For June 29.73 in.
755.1 mm.

THE ROBERT DOLLAR CO. SAN FRANCISCO

DOLLAR LINE

REGULAR TRANS-PACIFIC AND NEW YORK FREIGHT SERVICE

MANILA—HONGKONG—
SHANGHAI TO AMERICA

SAILINGS FOR SAN FRANCISCO, SEATTLE AND VANCOUVER

S.S. "GRACE DOLLAR" June 18
S.S. "HAROLD DOLLAR" July

SAILINGS FOR NEW YORK via HONGKONG, MANILA SINGAPORE AND CALCUTTA

S.S. "ROBERT DOLLAR" July 15
S.S. "ESTHER DOLLAR" July

Cargo accepted for local ports of call. Through Bills of Lading issued to Points Beyond. Through Railway Bills of Lading issued to the Principal Cities of the United States and Canada. For further information as to Freight Rates, etc. apply to

THE ROBERT DOLLAR COMPANY
ROBERT DOLLAR BUILDING.
3 Canton Road, 7th Floor. Telephone Central Nos. 6372, 6373 and 6374

CANADIAN PACIFIC
STEAMSHIPS LIMITED

EMPRESS OF CANADA

sails for Vancouver Saturday, June 10. Tender with outgoing passengers and hand baggage only leaves the Customs Jetty at 5 p.m. All heavy baggage must be sent to Company's godown before 3 p.m. Thursday.

Largest Steamers on the Pacific

LARGEST STEAMERS BETWEEN CANADA AND EUROPE.

Steamer	Leave S'hai	Arrive Vanc'r	Connecting with	Leave Quebec	Arrive S'hampton C'bourg
E. Canada	June 10		E. India	July 5	
E. Russia	June 17	July 3	E. France	July 11	July 13
E. Japan	July 1	July 19	E. Scotland	July 25	Aug. 1
E. Asia	July 15	July 31	E. France	Aug. 8	Aug. 15
E. Canada	July 29	Aug. 14	E. Scotland	Aug. 22	Aug. 29
E. Russia	Aug. 12	Aug. 28	E. France	Sept. 5	Sept. 12
E. Australia	Aug. 26	Sept. 11	E. Scotland	Sept. 19	Sept. 26
E. Asia	Sept. 9	Sept. 25	E. France	Oct. 3	Oct. 10

E. France and E. Scotland arrive Hamburg two days later than Southampton.

TO HONGKONG DIRECT
Empress of Japan ..... June 20

TO HONGKONG VIA MANILA
Empress of Asia ..... July 1
Empress of Canada ..... July 15

Dominion Express Travellers Checks Sold.

Freight Department: Corner Peking and Yuen Ming Yuen Roads. Telephone Central 181. Cable Address. "NAUTILUS"
Passenger Department: Palace Hotel Building 19 The Bund. Telephon Central 182. Cable Address. "GACANPAC"

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PACIFIC STEAMSHIP COMPANY
FREIGHT & PASSENGER
TRANS-PACIFIC SERVICE.
"The Short Route"
16 DAYS SHANGHAI TO SEATTLE
Via Kobe, Yokohama and Victoria

	Leave Shanghai	Arrive Seattle
"PRESIDENT JEFFERSON" (X-Wenatchee, Capt. Nichols)	June 18	July 4
"PRESIDENT MADISON" (X-Bay State, Capt Quinn)	July 2	July 13
"PRESIDENT MCKINLEY" (X-Keystone State, Capt. January)	July 16	Aug. 1
"PRESIDENT JACKSON" (X-Silver State, Capt. Griffith)	July 30	Aug. 15
"PRESIDENT GRANT" (X-Pine Tree State, Capt. Jensen)	Aug. 13	Aug. 29.

FREIGHT AND PASSENGER SERVICE TO HONGKONG AND MANILA

	Leave Shanghai
"PRESIDENT MADISON"	June 15
"PRESIDENT MCKINLEY"	June 29
"PRESIDENT JACKSON"	July 13
"PRESIDENT GRANT"	July 27
"PRESIDENT JEFFERSON"	Aug. 10

Through Bills of Lading to all United States and Canadian overland points; also via Panama Canal Lines to Atlantic Ports. THE ADMIRAL LINE
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TRANS-PACIFIC SERVICE

PASSENGER AND FREIGHT,
FOR SAN FRANCISCO via KOBE, YOKOHAMA and HONOLULU.
S.S. PRESIDENT LINCOLN ex-HOOSIER STATE ....June 24
S.S. PRESIDENT CLEVELAND ex-GOLDEN STATE..July 8
S.S. PRESIDENT WILSON ex-EMPIRE STATE .....July 29

FOR HONGKONG via MANILA.
S.S. PRESIDENT CLEVELAND ex-GOLDEN STATE .June 25
S.S. PRESIDENT WILSON ex-EMPIRE STATE ....July 16
S.S. PRESIDENT LINCOLN ex-HOOSIER STATE ....Aug. 18

Stay of steamers in Manila 3 days, in Hongkong 6 to 8 days.

FOR NEW YORK via PANAMA
S.S. EASTERN TRADER ..... June 10

HONGKONG-SAN FRANCISCO SERVICE
PASSENGER AND FREIGHT
S.S. "PRESIDENT HARRISON" from Hongkong June 30
S.S. "PRESIDENT HAYES" from Hongkong ...Aug. 4

Through tickets and Bills of Lading issued to all points in United States, Mexico, Central America, South America and Cuba.

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Managing Agents U. S. Shipping Board
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Palace Hotel Building. Telephones: C. 5056 and 5057,
Cable Address: SOLANO.

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Imperial Japanese and U.S.M. Line to San Francisco from Shanghai via Nagasaki, Dairen, Kobe, Yokohama and Honolulu.
ALONG THE PATHWAY OF THE SUN.

PROPOSED SAILINGS FROM SHANGHAI FOR SAN FRANCISCO
S.S. "TAIYO MARU" ...via Nagasaki ..... June 25
S.S. "SIBERIA MARU ...via Dairen ..... July 11
S.S. "TENYO MARU ...via Nagasaki ..... July 23
S.S. "KOREA MARU" ...via Nagasaki ..... Aug. 3

FOR HONGKONG
S.S. "SIBERIA MARU" direct ..... June 28
S.S. "TENYO MARU direct ..... July 7
S.S. "KOREA MARU via Manila ..... July 16
S.S. "SHINYO MARU" via Manila ..... July 31

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S.S. "WEST OROWA" June 30th
From San Francisco And Los Angeles via Japan Ports:
S.S. "APUS" June 30
S.S. "WEST IVAN" July 20th
For Hongkong, Philippine Islands, Saigon, Singapore And Java Ports:
S.S. "APUS" July 2nd
S.S. "WEST IVAN" July 22nd

L. EVERETT, GENERAL AGENT, Japan, China, Philippine Islands, Indo China, Straits, Java
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SAILINGS FROM SHANGHAI
(Subject to change)

FOR SAN FRANCISCO via JAPAN and HONOLULU
S.S. "CHINA" .....July 9 Sept. 19 Nov. 30
S.S. "NANKING" .....Aug. 13 Oct. 23 Jan. 2

FOR HONGKONG DIRECT
S.S. "CHINA" .....June 25 Sept. 5 Nov. 16
S.S. "NANKING" .....July 31 Oct. 10 Dec. 19

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GENERAL SHIPPING NEWS

N. Y. K. LINE

PROPOSED SAILINGS FROM SHANGHAI

FOR EUROPE
Mishima Maru .....June 19 — Matsuye Maru .....June. 30 (Cargo only)
Hakozaki Maru .....July. 3

FOR VICTORIA AND SEATTLE
Iyo Maru .....June 17
Shidzuoka Maru .....July 8

FOR SAN FRANCISCO AND NEW YORK VIA PANAMA CANAL (Calling at Dairch and Japan ports).
Durban Maru .....June. 13 — Delagoa Maru ....End of June (Cargo only)

FOR SOUTH AMERICA VIA DURBAN AND CAPE TOWN FROM KOBE
Wakasa Maru ....End of July for Cargo only

FOR JAPAN
Chikugo Maru .... June. 13 — Kumano Maru ....June 17
Kitano Maru .....June. 12 — Takeshima Maru ....June. 17
Yamashiro Maru ..June 14 — Yawata Maru .....June. 21

FOR HONGKONG DIRECT.
Shidynoka Maru ....June 22

FOR AUSTRALIA, sailing from Hongkong
Tango Maru .....June 20 — Yoshino Maru .....July. 18

For freight, passage and further information apply to
NIPPON YUSEN KAISHA
3, North Yangtsze Road, Shanghai.
Phones: Passenger Dept., North 1159 and 2729; Freight Dept. (Ocean) North 1155 and 167, (Local) North 1154, 1157.
Tel. Add.: "Yusen, Shanghai."

LUMBERLINE

FREIGHT SERVICES BETWEEN NORTH CHINA PORTS AND PORTLAND, OREGON, U.S.A.

FROM PORTLAND, ORE., U. S.A.
S.S. "NIELS NIELSEN".....July 10th

FOR PORTLAND, ORE., U. S. A.
S.S. "NIELS NIELSEN".....July 14th
S.S. "LUISE NIELSEN".....Early July.

FOR TSINGTAU AND TIENTSIN

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Through Bills of Lading issued to Overland points in U. S. and Canada.

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Shipping Office: 4th Floor, 6 Kiukiang Road.
Telephone C. 1464. Telegraphic Address: "Lumberco"

NORTH CHINA LINE — SOUTH CHINA LINE

North and South China Line

For Hongkong And Manila.

S.S. "WEST KEATS" ..... June 30, 1922
S.S. "EASTERN SAILOR..... July 16, 1922
S.S. "VINITA" ..... Aug. 8, 1922

From Portland

S.S. "WEST KEATS" ..... June 28, 1922
S.S. "EASTERN SAILOR..... July 14, 1922
S.S. "VINITA" ..... Aug. 6, 1922

Through Bills of Lading issued to New York, Baltimore, Philadelphia, Charleston, and Boston in connection with fast Intercoastal Liners.

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PROPOSED SAILINGS FROM SHANGHAI

FOR EUROPE. For London, Hamburg, Rotterdam and Antwerp via H'kong, S'pore, Colombo and Port Said.
S.S. "ATLAS MARU" (Cargo only) ..... July 12

FOR NEW YORK. Via San Francisco, Panama and Japan Ports.
S.S. "SHUNKO MARU" (Cargo only) ..... June 27

FOR TACOMA & SEATTLE. ViaDairen, Japan Ports, Victoria, & Vancouver.
S.S. "HAWAII MARU" ..... June 14
S.S. "ALABAMA MARU ..... June 22

FOR HONGKONG DIRECT.
S.S. "ARABIA MARU" ..... June 30

FOR NORTH CHINA PORTS. Tientsin & Dairen Via Tsingtau
S.S. "KOHOKU MARU" ..... June 12

FOR FORMOSA. For Keelung and Takao via Foochow.
S.S. "FUKUKEN MARU" ..... June 14

FOR JAPAN FOR MOJI AND KOBE.
S.S. "NANKING MARU" ..... June 14
S.S. "SEKKO MARU" ..... June 26

OSAKA SHOSEN KAISHA
Shipping Office. 2 Canton Road..... Phone Central 4234
Wharf Office. 26 Yangtszepoo Road. ....Phone East 208 and 212.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

P. & O.

British India (Apcar) and E. & A. S.S. Lines

Future Sailings for	Steamship	Sailing about
Marseilles, London, Antwerp—via Hongkong, Straits, Ceylon and Egypt.	DELTA KASHMIR KARMALA KASHGAR	June 17 July 1 July 15 July 29
Bombay—via Hongkong, Straits and Colombo.	SICILIA SOUDAN	June 9 July 14
Calcutta—via Kobe.	TORILLA	June 11
Calcutta—from Hongkong via Singapore and Penang.	TAKADA GRE. APCAR	June 10 June 16
Sydney and Melbourne—from Hongkong.	ARAFURA ST. ALBANS EASTERN	July 6 Aug. 3 Aug. 31

P. & O. and B.I.S.N. Co.'s tickets interchangeable.
Steamers and Dates liable to be altered or cancelled without notice
For particulars regarding Freight or Passage, apply to
Mackinnon, Mackenzie & Co., Agents, Union Building, 1 Canton Rd.
General: Central 169
Telephones: Passage: Central 2510
Freight: Central 3069

M Messageries Maritimes M

SERVICES CONTRACTUELS.
MAIL STEAMERS.

	Next sailings from Marseilles	Probable arrival at Shanghai	Probable sailing from Shanghai
AZAY LE RIDEAU ..			24th June.
ARMAND BEHIC	5th May	11th June	5th July.
CHAMBORD .....19th May		26th June	22nd July.
ANDRE LEBON	2nd June	10th July	5th August.
AMBOISE	16th June	24th July	19th August.
CORDILLERE	30th June	7th August	2nd Sept.

LIGNES COMMERCIALES (Cargo Boats)

"COMMISSAIRE P. LECOCQ" expected Shanghai 2nd part of June.
"LIEUTENANT DE LA TOUR" expected Shanghai 2nd part of July.
Steamers and dates subject to alteration without notice.
Tel. 3260 Shipping Department. Tel. 987 Passenger Department.
Offices: 9 French Bund.

CONSIGNATION. TRANSIT. REPRESENTATION.

BARBER STEAMSHIP LINES, INC.

FOR NEW YORK AND BOSTON VIA PANAMA

S.S. "EASTERN KNIGHT" ..... JUNE 18

For rates and particulars apply to

THE BARBER S. S. LINES, INC.
THE ADMIRAL LINE, Agents.
Cor. Nanking and Kiangse Rds. Tel. 0, 5971, 5973 and 5979

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From Ichang to Chungking and Return

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(Newly Constructed, Completed March 1922)

One of the largest and finest equipped steamers in this service. Specially built and fitted with every modern appliance and equipment for Safety and Comfort of Passengers. Cuisine Unexcelled.

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"Robert Dollar II" and "Alice Dollar"
between Ichang and Chungking
All Modern Comforts *Excellent Cuisine*

Through Passenger Tickets may be booked at the office of the

Robert Dollar Company
Shanghai, Hankow Tientsin, Peking

American Express Company
Shanghai Tientsin Peking.

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, JUNE 11, 1922.

Date and Destination	Per	Chi.	Br.	U.S.A.	Reg.
TODAY					
Hongkong and Canton	Chengtu	7.30			7.00
River ports	Train & Str.	21.00			21.00
Japan Ports	Tamba Maru		8.30		
Japan Ports	Torilla		10.00		
Wwei, C'foo, and T'sin.	Kingsing	7.30			7.00
TOMORROW					
Ningpo	Shengking		15.00		
Tientsin	Train		17.00		
Hankow	Train		17.00		
Canada, U.S.A. & Europe	Hawaii Maru	17.00			16.30
Vladivostok & Siberia	Via P. & H.	17.00			17.00
River Ports	Train & Str.	21.00			21.00
Tsingtao & Dairy	Kohoku M.	7.30			7.00
Chefoo and Tientsin	Hainkong	21.00			21.00
Newchwang	Toonan	21.00			21.00
S'tow, H'kong, C'ton	Hangsang	21.00			21.00
Hongkong and Canton	Kwanglee	21.00			21.00
Japan Ports	Chikugo M.	19.00			18.30
Tuesday June 13					
S'tow, H'kong, C'ton	Yingchow	9.30			9.00
Swatow & Hongkong	do		9.30		
Wwei, C'foo and T'tsin	Shuntien	13.30	13.30		13.00
Japan Ports	Y'shiro M.	19.00			18.30
Vladivostok & Siberia	Via P. & H.	17.00			17.00
River ports	Train & Str.	21.00			21.00
Wednesday, June 14					
Hongkong and Canton	Venetia	17.00			16.30
H'kong, Straits, India & Europe via Suez	do	17.00	9.30		16.30
Wwei, C'foo and T'tsin	Waishing	9.30			9.00
Hongkong and Canton	P. Madison	17.00			16.30
Manila via Hongkong	do	17.00			16.30
Thursday, June 15					
Amoy, H'kong & C'ton	Szechuen	10.30			10.00
Amoy and Hongkong	do				
Swatow and Hongkong	Tangsang				21.00
S'tow, H'kong & C'ton	Fausang	21.00			
Swatow and Hongkong	do		17.00		
Hongkong	P. Madison		12.00		
Friday, June 16					
Japan, Canada, U.S.A. and Europe	Iyo Maru	15.00			14.30
Japan Ports	Kumano M.	19.00			18.30
Swatow & Hongkong	Shantung		17.00		
Saturday, June 17					
H'kong Straits, India & Europe via Suez	Delta	8.30			7.30
H'kong, S. Ports, Straits, Ceylon, India & Europe Via Suez	do		D8.30		
Japan, Canada, U.S.A. & Europe	E. of Russia	14.30			
Japan, Canada, U.S.A. & Europe via Canada	do		15.00		14.30

A Time fixed provisionally.
B. Registered matters at 5 p.m. on previous day.
C Registered matters at 6 p.m. on previous day.
D. Registered and Parcels at 5 p.m. on previous day.
E Parcels at 9.15 a.m.
†Specially marked correspondence only

N. Y. K.

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SHANGHAI AND JAPAN
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" " KOBE	" "	130.00
" " YOKOHAMA	" "	150.00

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Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag Agents.
June 11	—	Vancouver	Can. Winner	Br. B. & S.
June 13	—	New York via P'ma	Durban Maru	Jap. N. Y. K.
June 14	—	Tacoma, Seattle	Hawaii Maru	Jap. O.S.K.
June 15	—	New York via P'ma	Eastern Trader	Am. P.M.S.S. Co.
June 16	—	San Francisco	W. Prospect	Am. S. & B.
June 17	—	Seattle	Iyo Maru	Jap. N. Y. K.
June 17	—	Vancouver	†E. of Russia	Br. C. P. S.
June 18	—	New York via P'ma	E. Knight	Am. P.M.S.S. Co.
June 18	—	Seattle	†Pre. Jefferson	Am. Adl. Line
June 18	—	San Francisco	Grace Dollar	Br. Dollar Co.
June 24	—	San Francisco	†Pre. Lincoln	Am. P.M.S.S. Co.
June 25	—	San Francisco	†Taiyo Maru	Jap. T. K. K.
June 30	—	Los Angeles	West Orowa	Am. S. & B.
July 1	—	Vancouver	†E. of Japan	Br. C. P. S.
July 2	—	Seattle	†Pre. Madison	Am. Adl. Line
July 7	—	Vancouver	Can. Inventor	Br. B. & S.
July 8	—	Seattle	Shidzuoka Maru	Jap. N. K. K.
July 8	—	San Francisco	†Pre. Cleveland	Am. P.M.S.S. Co.
July 9	—	San Francisco	†China	Am. China Mail
July 11	—	San Francisco	Siberia Maru	Jap. T. K. K.
July 14	—	Portland, Ore.	Niel Nielsen	Nor. Lumber
July 15	—	New York via Suez	Robert Dollar	Br. Dollar Co.
July 15	—	Vancouver	†E. of Asia	Br. C.P.S.
July 16	—	Seattle	†Pre. McKinley	Am. Adl. Line
July 23	—	San Francisco	†Tenyo Maru	Jap. T. K. K.
July 29	—	San Francisco	†Pre. Wilson	Am. P.M.S.S. Co.
July 29	—	Vancouver	†E. of Canada	Br. C.P.S.
July 30	—	San Francisco	†Pre. Jackson	Am. Adl. Line
Aug. 3	—	Seattle	†Korea Maru	Jap. T. K. K.
Aug. 13	—	San Francisco	†Pre Grant	Am. Adl. Line
Aug. 19	—	San Francisco	†Nanking	Am. China Mail
Aug. 26	—	Vancouver	†E. of Australia	Br. C. P. S.

FOR JAPAN PORTS

June	11	—	Kobe	Tamba M.	Jap. N. Y. K.
June	12	noon	N'saki, K., Y'hama	Chikugo Maru	Jap. N. Y. K.
June	12	—	Kobo	Kitano Maru	Jap. N. Y. K.
June	12	—	Kobe	Mirzapore	Br. M.M. & Co.
June	14	—	Moji, Kobe	Nanking Maru	Jap. O. S. K.
June	14	—	Moji, Kobe, Osaka	Yamashiro M.	Jap. N. Y. K.
June	17	—	N'saki, M., Y'hama	Takeshima M.	Jap. N. Y. K.
June	17	—	Moji, Kobe, Osaka	Kumano M.	Jap. N. Y. K.
June	23	—	N., N'ya, Y'hama	Omi Maru	Jap. N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

June	11	—	Calcutta	Torilla	Br. M. M. & Co.
June	11	—	Marseilles, etc.	Tokushima M.	Jap. N. Y. K.
June	15	—	Liverpool por.	Yangtsze	Br. B. & S.
June	17	—	London, ports	†Delta	Br. M. M. & Co.
June	18	—	Rotterdam, ports	Ouderkerk	Dut. H. C. T. Co.
June	19	—	London	Mishima Maru	Jap. N. Y. K.
June	22	—	Hamburg, ports	Teucer	Br. B. & S.
June	24	10.00*	Marseilles	A. le Rideau	Fr. M. M. Cie
June	26	—	Bombay	†Soudan	Br. M. M. & Co.
June	27	—	Liverpool	Oanfa	Br. B. & S.
June	30	—	Hamburg, etc.	Matsuye Maru	Jap. N. Y. K.
July	1	—	London	†Kashmir	Br. M. M. & Co.
July	2	—	Hamburg, ports	Glenlyffer	Br. G.L.E.A.
July	2	—	Java and ports	Adus	Am. S. & B.
July	3	—	Hamburg, etc.	Hakozaki Maru	Jap. N. Y. K.
July	6	—	Hamburg, ports.	Alps Maru	Jap. O. S. K.
July	8	—	Marseilles	†Armand Behic	Fr. M. M. Cie
July	9	—	Bombay	Soudan	Fr. M. M. Cie
July	15	—	Rotterdam, ports	Oldekerk	Dut. H. C. T. Co.
July	15	—	London	†Karmala	Br. M. M. & Co.
July	22	—	Singapore, Java	West Ivan	Am. S. & B.
July	22	—	Marseilles	Chambord	Fr. M. M. Cie
July	29	—	London	†Kashgar	Br. M. M. & Co.
Aug.	4	—	Hamburg, ports	Radnorshire	Br. G.L.E.A.

FOR SOUTHERN PORTS

June	11	D.L.	S. H'kong, C'ton	Wingsang	Br. J. M. & Co.
June	11	—	Wenchow	Haean	Chi. C.M.S.N. Co.
June	11	9.00	*Hongkong, Canton	Chengtu	Br. B. & S.
June	12	4.30	Ningpo	Hain Ningshao	Chi. N.S.S.N. Co.
June	12	4.30	Ningpo	Shengking	Br. B. & S.
June	13	—	Hongkong & C'ton	Kwanglee	Chi. C.M.S.N. Co.
June	13	4.30	Ningpo	Hain Kiangteen	Br. J. M. & Co.
June	13	11.00*	S. H'kong, C'ton	Yunchow	Br. B. & S.
June	13	—	Keelung	Fukuken Maru	Jap. O. S. K.
June	15	noon	A. H'kong, C'ton	Sesamo	Br. B. & S.
June	15	—	Hongkong, Manila	Pre. Madison	Am. Adl. Line
June	17	D.L.	S. H'kong, C'ton	Shantung	Br. B. & S.
June	20	—	Hongkong	E. of Japan	Br. C. P. S.
June	20	—	Manila, Hongkong	Arabia Maru	Jap. O. S. K.
June	22	—	Hongkong	Shidzuoka M.	Jap. N. Y. K.
June	25	—	Hongkong	China	Am. China Mail
June	25	—	Manila & Hongkong	Pre. Cleveland	Am. P.M.S.S. Co.
June	28	—	Hongkong	Siberia Maru	Jap. T. K. K.
June	29	—	Hongkong & Manila	Pre. McKinley	Am. Adl. Line
July	1	—	Manila, Hongkong	E. of Asia	Br. C. P. S.
July	7	—	Hongkong	Tenyo Maru	Jap. T. K. K.
July	13	—	Hongkong Manila	Pre. Jackson	Am. Adl. Line
July	15	—	Manila, Hongkong	E. of Canada	Br. C. P. S.

FOR NORTHERN PORTS

June	11	—	Chefoo & Tientsin	Hsinming	Chi. C.M.S.N. Co.
June	13	—	Newchwang	Toonan	Chi. C.M.S.N. Co.
June	13	—	Chefoo & Tientsin	Hsinkong	Chi. C.M.S.N. Co.
June	13	11.00*	Tsingtao	Liangchow	Br. B. & S.
June	13	D.L.	Tsingtao	Kwangsang	Br. J. M. & Co.
June	13	3.00	W. C'foo, T'tsin	Shuntien	Br. B. & S.
June	14	—	Dairen	Kohoku Maru	Jap. O. S. K.
June	14	10.30*	Vladivostok	Teiji	Chi. L. V. Lang
June	14	noon	W. C'foo, T'tsin	Waishing	Br. J. M. & Co.
June	14	4.00	Tsingtao & Dairen	Chohei Maru	Jap. S.M.R. Co.
June	16	—	Vladivostok	Shinlee	Chi. S. H. & Co.
June	17	D.L.	Tsingtao	Sunning	Br. B. & S.
June	17	10.00*	W. C'foo, T'tsin	Fengtien	Br. B. & S.

FOR RIVER PORTS

June	11	M.N.	Hankow, etc.	Kinagyung	Br. B. & S.
June	12	M.N.	Hankow, etc.	Kiangshun	Chi. C.M.S.N. Co.
June	12	M.N.	Hankow, etc.	Suiwo	Br. J. M. & Co.
June	12	M.N.	Hankow, etc.	Tatung	Br. B. & S.
June	13	M.N.	Hankow, etc.	Wosang	Br. J. M. & Co.
June	13	M.N.	Hankow, etc.	Chungking	Br. B. & S.
June	14	M.N.	Hankow, etc.	Kiangteen	Chi. C.M.S.N. Co.
June	14	M.N.	Hankow, etc.	Loongsa	Br. J. M. & Co.
June	14	M.N.	Hankow, etc.	Woosang	Br. B. & S.
June	15	M.N.	Hankow, etc.	Kiangsu	Chi. C.M.S.N. Co.
June	15	M.N.	Hankow, etc.	Luenho	Br. J. M. & Co.
June	15	M.N.	Hankow, etc.	Poyang	Br. B. & S.
June	16	M.N.	Hankow, etc.	Kiangshsin	Chi. C.M.S.N. Co.
June	16	M.N.	Hankow, etc.	Kungwo	Br. J. M. & Co.
June	16	M.N.	Hankow, etc.	Luenyi	Br. B. & S.
June	17	M.N.	Hankow, etc.	Wuchang	Br. B. & S.
June	18	M.N.	Hankow, etc.	Kiangyu	Chi. C.M.S.N. Co.
June	19	M.N.	Hankow, etc.	Kiangwah	Chi. C.M.S.N. Co.
June	19	M.N.	Hankow, etc.	Tuckwo	Br. J. M. & Co.
June	19	M.N.	Hankow, etc.	Nzenkin	Br. B. & S.

M. N.—MIDNIGHT D.L.—DAYLIGHT

*A. M.
†CARRYING MAIL.

Meteorological Reports

June 11, 1922.	SICCAWEI June 9.		SICCAWEI June 10.	
Sun rises today at 4.57	16.00	21.00	4.00	9.00
Sun sets today at 19.1	(120 EGC)		(120 EGC)	
(inches	29.58	29.63	29.65	29.69
Barometer (variation for 24 hrs.	−0.06	−0.04	†0.03	†0.03
at 32° F. (variation for 12 hrs.	−0.04	†0.02	†0.07	†0.06
Wind—direction	NE	ENE	NNW	NNW
Wind—miles per hour	11.2	11.8	6.2	5.6
Temperature (Fahr.)	78°3	72°5	68°9	79°2
Humidity %	81	92	99	61
Nebulosity (0 to 10)	9	10	5	8
Barometer (mean 4 obs.)	0.02	—	—	—

SICCAWEI ABRIDGED REPORT June 9.	Mean 1922	24 hrs. Variation	Previous average same period
Rainfall (inches)	29.61	−0.08	29.77
Temperature (Min. 69°3: (Fahr.) (Max. 84°0)	76°6	†0°1	71°2
Total rainfall, since Jan. 1 to midnight before last (inches)	14.49	0.02	16.65

AUCTION SALES

Cable "MOORE" Shanghai — ESTABLISHED 1874 — Codes A1, A.B.C. 5th Ed. & Bentley

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103 Rue de France Tientsin

Phone { Auction Dept. Cent 153 / Fire Loss Adjusting Dept. Cent 6123

AUCTIONS

Favoured with instructions from The Concerned will sell by Public Auction within the premises
NO. 41 MEDHURST ROAD
On Monday, June 12th at 10 a.m.
THE WHOLE OF THE SUPERIOR AND SUBSTANTIAL HOUSEHOLD FURNITURE AND SUNDRIES
Contained Therein

HALL.—Bevelled mirror back hat and umbrella stand, Carved Canton Blackwood marble top round table, Brass incense burner, Wall plate &c.
DRAWING ROOM.—Good Axminster Carpet, Skin Rugs Blackwood fire side stool, Upholstered Double spring Couch, Arm Chairs, Drawing room chairs, Blackwood high flower stand, Oval teapoys, Centre table, Carved mahogany stained floor lamp, Curtains, teak piano stool, &c.
DINING ROOM.—Fine Axminstercarpet, Dark Oakstained bevelled mirror back Sideboard, Silver ware cabinet, Extension dining table, 3-fold Screen, Dining chairs, Carved blackwood side table, Leather unholstered arm chair, Tapestry curtains, Crockery & Glass ware, Chenille curtains, Blackwood table lamp, &c.
BEDROOM.—Mat carpet, White enamelled cupboard, Oscillating table fan, Tile top washstand, Rattan chairs, Axminster carpet, White enamelled bevelled mirror door wardrobe, Dressing table with 3 mirrors, mirror back Chest of drawers, Chairs, White enamelled wooden double bedstead, Iron Single bedsteads, Double spring sofa, Screen, Wardrobe, Dressing table, Bookshelves, &c.
BATHROOM.—Lavatory basin, Enamelled Iron Bath, Geyser &c.
PANTRY & KITCHEN.—Cooking stove, Filter, Table, Cooking utensils &c.
Good Electric fittings throughout
also
1 Fine toned iron framed Piano by Pleyel Wolff Lyon & Co. Paris
1 Columbia Grafanola in excellent condition with records.
On view Sunday the 11th

The building will be sold on the premises and not at the auction rooms as previously advertised

IMPORTANT AUCTION OF BUILDINGS AND LIFTS
Favoured with instructions from
The Manager of
THE BANK OF CHINA
will sell by Public Auction
ON THE PREMISES JINKEE ROAD
On Monday, 12th June at 2.30 p.m.
THAT BLOCK OF BUILDINGS
6 storied, brick built, iron roofed, with an area in all of 6040 Square feet known as
NO. 7 JINKEE ROAD
The buildings will be sold exclusive of footings and foundations and as old materials only; to be demolished and site cleared within six weeks of date of purchase.
Also will be sold separately from the Building
One Passenger Lift by the Eastern Lift Co. accommodation for 5 Passengers and a speed of 150 feet per minute.
One Cargo Lift by the Eastern Lift Co. one ton capacity, speed 50 feet per minute.
Both Lifts were completely overhauled by Messrs Scott, Harding & Co. in 1921.

FRONT SALESROOM
On Wednesday, June 14th. at 10. a.m.
EXCELLENT HOUSEHOLD FURNITURE AND SUNDRIES
Dark-stained mirror back sideboard, cellarette, dining table & chairs, mirror door wardrobe, mirror back dressing table, chest of drawers, washstand, pedestal, suite drawing room furniture, flat desk, folding go-cart, rattan ware, picture, commode, new folding chairs, large ice chest, electric oscillating fan, porcelain wash basin, new hammick beds, with mosquito-net, Small Harmonium, New shoes & boots, books, damask, & drawn work table cloths, new electric lights, glass ware, assorted crockery, cooking utensils, hatstand, clothes stand, Silver fruit knives & forks, Remington Typewriter and a long list of excellent sundries.
On view Tuesday

SUNDRY CARGO
In Rear Salesroom
On Wednesday, June 14th. At 2.30 p.m.
81 Coils Galvanised Wire, 4 Rolls Rubber Filled & Cover "Electric" Belting, 15 Cases Iron Commodes With Fittings, 1 Motor For Boat With Fittings, 12 Plows, 10 Tins Malchite Green Large Crystals, 15 Dozen Coir Door Mats, 15 Rolls Mosquito Gauze, 84 Cases Lucky Billikin Soap, 38 Cases Assorted Tinned Goods, 2 Cases Paint, 230 Feet Round Leather Belts ½", 10 Dozen M. E. Tapes, 20 Dozen Carpenters Pincers 6", 10 Pieces Embroidered Muslin, 35 Boxes Choice Black Tea, 70 Boxes Cigars, 2 Cases Cigarettes, 130 Tins Litho Ink, 12 Reams Light Blue Flint Paper, 100 Boxes Tooth Powder, Files, Dynamos, Imitation Panama Hats, Cocoa, Esitol, Permumery, Combs, Rat Quit, Para Quit, Rubber Bands, Boot Polish, Fish Hooks, Panther's Head Blue, Valenda Spray, etc., etc., etc.
and
221 Drums Halls Distemper, 55 Cases Herrings, 4 Cases Sardines, 2 Cases Coffee, 1 Piece Papermaker's Hard Dryer Felt & 1 Case Bitumer.
Now on view.

IN BACK SALESROOM
On Thursday, June 15th. at 10. a.m.
EXCELLENT HOUSEHOLD GOODS AND SUNDRIES
Cabin trunk, porcelain jar, chafing dish, silver mounted walking stick, Child's rattan cot, electric table fans, Baby's tin bath, cooking stoves, ice cream freezer, overmantel mirror door wardrobe, arm chairs, marble top washstanc, clothes rack, white enamelled double bedstead, brass Simmons bedstead, dining chairs, Baby's chair, dolls perambulator, old motor car tyres, wicker couch and chairs, sofa, cakestand, skin rug, fire screen, pictures, iron meat safe, fish boiler, cooking utensils, glassware, a large quantity of Ladies' & Gent's clothing, and boots & shoes &c. &c.
On view Tuesday,

L. MOORE & CO., LTD.
No. 45 Kiangse Road.

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RUGS AND CARPETS
BIG ASSORTMENTS—RETAIL AND WHOLESALE
Also Old Persian and Turkish Rugs
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794 Bubbling Well Road—Opposite Race Course

W. FUNDER & CO.

AUCTIONEERS, REAL ESTATE AGENTS, VALUERS, and APPRAISERS.

Favoured with instruction from the Concerned the Mortgagees in possession of the properties of the Hsin Nieh New World Co. (The Mortgagors)
will sell at its offices
at
No. 49 KIANGSE ROAD
The Amusement Halls of the said Hsin Nieh New World Co. together with all its properties consisting of residue of leases, buildings, furniture, fixtures and effects in one block as a going concern.

The particulars of the said properties, the date and the conditions of sale will be published later.

W. Funder & Co.

Auctioneers, Real Estate Agents, Valuers, & Appraisers.

Favoured with instructions from the Concerned, the Mortgagees in possession of the properties of the Hsin Nieh New World Co. (the Mortgagors)
Will sell by Public Auction within their Salesroom
49 KIANGSE ROAD
On Friday, the 16th June 1922,
At 3.30 p.m.
The Amusement Hall of the said Hsin Nieh New World Co. together with all its properties consisting of residue of leases, buildings, furniture, fixtures, and effects one block as a going concern
Condition of Sale:—On the fall of the hammer the buyer must put on account $50,000.-cash or certified cheque for said amount on a trustworthy bank and balance of purchase money to be settled in 24 hours. For further particulars apply to W. Funder & Co., 49 Kiangse Road.

W. Funder & Co.

Auctioneers, Real Estate Agents, Adjusters, & Appraisers
Will sell by Public Auction in their Godown
18 PEKING ROAD
On Tuesday the 13th June 1922, at 2.30 p.m.
SUNDRY CARGO ETC.
Comprising:—
Over 100 pieces second-hand carpets and rugs assorted sizes, electric clocks, and meters, old iron, steel wire, rattan chairs, tables, large cooking stoves, iron bedsteads, brass gas chandeliers, a quantity of hall coir matting, picture frames and sundries etc. etc.
On view morning of sale

Noel, Murray & Co.,

LIMITED
Will sell at Salesroom
On Monday, the 12th June, 1922,
Commencing at 2.30 p.m.
A LARGE QUANTITY
New Towels, Hair Lotion, Green & Blue Wire Netting Cloth, Rubber Heels, Combination Hooks and Lifts, Button Hooks, Leather Dye, Shoe Buttons, Rubber Tubing, Coloured Mosquito Netting, Photographic Paper, "Pebeco" Tooth Paste, Artificial Absynthe Flavor, "Monsanto" Saccharin, "Dentix" Cream, Aluminium Spoons, Rubber Tyres and Tubes, Felt Hats, Boots and Shoes, "Holly Brand" American Milk, Mustard, Assorted Soap, Mince Meat, Merchandize Samples, etc.
also
20 Bales Press Packed American Cotton
10 Cases Vicunas (sea water damaged)
110 Kegs Wire Nails
5 Bales Mosquito Nets
On View Morning of Sale.

Noel, Murray & Co.,

LIMITED
Favoured with instructions from C. R. O. McBAIN, ESQ.
Will sell by PUBLIC AUCTION in Upper Salesroom
on
FRIDAY, the 16th June, 1922,
Commencing at 2.30 p.m.
A Very fine collection of Chinese Curios, Porcelains and a unique lot of Celadon Ware.
From Soong, Ming, Han, Kangshi, Kienlung Periods.
also
Exceptionally Fine Carved Stone Figures, Heads and Slabs,
NOTE.—Every Article is guaranteed by Mr. C. R. O. McBain to be genuine and as described in the Catalogue.
Money will be refunded on any article proved not genuine within three weeks.
LIMITS:—In the case of reserve prices same will be given to anyone applying to the Auctioneers both before and during the sale.
On View from Wednesday afternoon, 14th June and until morning of sale.

Final Salvage Auction

Noel, Murray & Co.,

LIMITED
Favoured with instructions from THE CONCERNED
Will sell by Public Auction at
N. K. K. GODOWNS
Nos. 2 & 3 and No. 3 Shed, Pootung.
On Tuesday, the 13th June, 1922,
Commencing at 2.30 p.m.
The whole of the
SALVAGE
Comprising:—
A LARGE QUANTITY OF
Rice, Wheat, Green Beans, Black and Yellow Sessamu-Seed, Sandalwood, Native Paper, Tobacco Leaves, Medicine, Grass Cloth, Bristles, Albumen, Gunny, Bags, Rattan, Cocoon Waste, etc.
Salved from the recent fire on 24th May, 1922.
Steam Launch will leave Nanking Road Jetty, at 2 p.m. on Tuesday, the 13th June, 1922.
Now on view
NOTICE:—All salvage contained in the above-mentioned Godowns will be sold for the benefit of all concerned unless application to withdraw is made to the Auctioneers or the N. K. K. before noon on the date of the Sale.

Noel, Murray & Co.,

LIMITED
acting under instructions from the Concerned,
Will sell by Public Auction at
THE SHANGHAI & HONGKEW WHARF CO.'S
GODOWN NO. 86
On Tuesday, the 13th June, 1922,
Commencing at 2.30 p.m.
500 Bales press packed Indian cotton slightly damaged by water, ex. s.s. "Japan," s.s. Nerbudda.
On view from 9 a.m. Monday. 12th June, 1922

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JESSE L. LASKY Presents
Lila Lee in "A Daughter of the Wolf"
Supported By
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MITCHEL LEWIS
in
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On Friday, Saturday & Sunday, June 16th, 17th & 18th
VICTORIA THEATRE Presents
In a Special Programme
"ASHES OF LOVE"
A High Class, Strong Drama, Spectacular and Wonderful. Beautiful Acting, Beautiful Costumes, Beautiful Girls.
There is a solemn luxury in grieving for a wife you truly loved.
We must not wash our dead with tears.
Let time in its flight mellow our grief.
Though the fire of his love burnt his heart to ashes, yet his mind was relieved and he buried his pain in the
ASHES OF LOVE
In this picture you will see the Greatest Woman sacrifice ever shown

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"ENLIGHTEN THY DAUGHTER"
and One New Episode of "THE BLUE FOX"

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MAGAZINE

The China Press

大陸報

AUTOMOBILES

SHANGHAI, SUNDAY, JUNE 11, 1922

Bruce Hopper Takes Us Through China's Back Door

By Bruce Hopper

XII

CROSSING the Salween in Western China is an event in the history of the caravan as vital as fording the Rubicon was to Caesar. It is not that the soil on either side of the river is sacred, nor that the swinging of the chain bridge to the rhythm of the mules signifies an invasion. The Salween is important because of its tradition for malady and death.

Before reaching the Salween one looks forward with dread, having been primed with stories about head-hunters and hellish vapors. After crossing, one looks back with relief, and adds a notch to the totem pole of adventurous undertaking. Just why is hard to explain, unless contagion of fear is recognised as a psychological footnote to the page. Certain it is that the Chinese invoke their gods and whip up their mules in crossing the Valley of Death, which is the Salween. Any foreigner who would not get superstitious would have to play up common sense at the expense of imagination.

Nearly every traveler who has passed that way has written of the noxious odors, the steam in the valley, the ground haze, and traditional unhealthfulness. Marco Polo called it a region where the air is impure and bad. The Chinese refuse to live there, or anywhere in Yunnan below 4,000 feet. Consequently the Shans have undisputed sway, and maintain in semi-independence a vestige of the glory of the great Kingdom of Nanchao, of which Tali-fu, the capital, was sacked by Kublai Khan. Late travelers have attempted to disprove the bad name of the Salween valley by lingering there. We, however, respected tradition, and spent only one night. We know it cannot qualify as a health resort.

6,300 FEET DOWN

The night before we had camped in the big saddle of the Shweli-Salween divide at 8,700 feet. There the pine trees spice the air, and rhododendrons bloom in red profusion. In the morning the trail seemed to drop away into nothingness. The descent of 6,300 feet was made in four hours. The stone road was washed away by mountain torrents, so that for most of the way we were stumbling down a boulder strewn trough. The marvel was that the mules could unwiggle some of the corkscrew twists without spilling the packs.

At the bottom we halted for noon rest under a big tree. We were in the Valley called Death. The heat was stifling, and whirlwinds of dust moved back and forth across the space like angry fingers. Our eyes and ears, and naturally the food, were filled with the dirt and microbes of the ages. Except for the malarial humidity there was nothing to indicate extreme unhealthfulness in the valley.

From the noon halt to the Salween bridge was two hours on the level. Our caravan was but one of about thirty trying to negotiate passage. The congested traffic on both sides stretched away in a confusion of mules, caravan flags, cotton bales and casks of Yunnan tea. Only two mules were allowed to cross at a time. Half a dozen mules crossing in step would cause enough vibrating swing to wrench the chains from the bridge heads. The central pier is often carried away in the rains, interrupting traffic for months.

To show our utter lack of concern for the terrors of the Salween, and to gather "face" with the mafoos, we tarried at the southern end of the bridge. A Shan woman with a huge blue hat served us tea, and brittle candy, while we watched the various mafoo chiefs argue priority of rights in crossing with their mules. At that point the Salween looks navigable, or at least easy for a good boat crew, compared with the white water of the Upper Yangtsze, which we were to ride later on.

CHILDISH BUT EFFECTIVE

On the northern side we found our caravan settled for the night beside a smelly little creek, and

(Continued on Page 8)

Shanghai, The World's Greatest Summer Resort

By Irene Corbally

THE little boys of a generation ago used to be fired with maternally-implanted ambitions to be president; the boy scouts of today, who are the Arrow Collar Ads of tomorrow, are now inspired not with presidential desires but with notions to be glorified publicity directors of some of the fair cities in the United States.

Every city that has a population of 2,000 or more boasts of it and immediately sets out to bolster up the boast by telling the world through the medium of the press agent who has graduated into the ranks of directors of publicity that it is the most wonderful summer (or winter) resort in the world. In a few instances where the citizens believe they have something really special on the rest of the world, as in California or New York City, besides the official p. a. every citizen constitutes himself a guided-by-providence climate or prosperity prophet to sound the praises of the place his parents accidentally selected as his birthplace.

Why California should have snatched all the climate in the world and why New York should have the edge on all the superlatives of descriptive praise when there is Shanghai, just itching to have someone get up and talk about it, is a question the Shanghailander should ask himself seriously, every night before retiring and then add, thoughtfully and introspectively, as does Hermione the leader of her little group of serious thinkers, "Have I expressed myself today or have I failed, somehow?"

SHANGHAI'S CHAMPION

The Shanghailander who does not immediately correct the sins of omission that have been committed in not advertising the town on the edge of the Whangpoo has failed. In the interest of our fair city, and unprejudiced entirely by the flocks of literature pouring into this office from all the other most wonderful summer resorts in the world, I rise to extoll the praises of this child of the East, adopted by the West.

Jealousy is a suspicion of one's own inferiority but when Seattle's press agent sends out a challenge "Where will you find healthier babies than in Seattle?" echo answers "Shanghai."

The Shanghai babies are the healthiest in the world. They have to be. Only a healthy baby could stand the gaff and the amah's attempts to train the foreign child in the same school of Oriental stoicism in which the Chinese infant is brought up. Then the babies, as they grow older, continue to be so healthy that they can golf, tennis, tea and talk all day, dance all night and come to with the pep of a brand new tennis ball the next day.

Shanghai has all the advantages which any Western city enjoys and has, in addition, all the disadvantages of the Orient, thus giving the visitor a double run for his money.

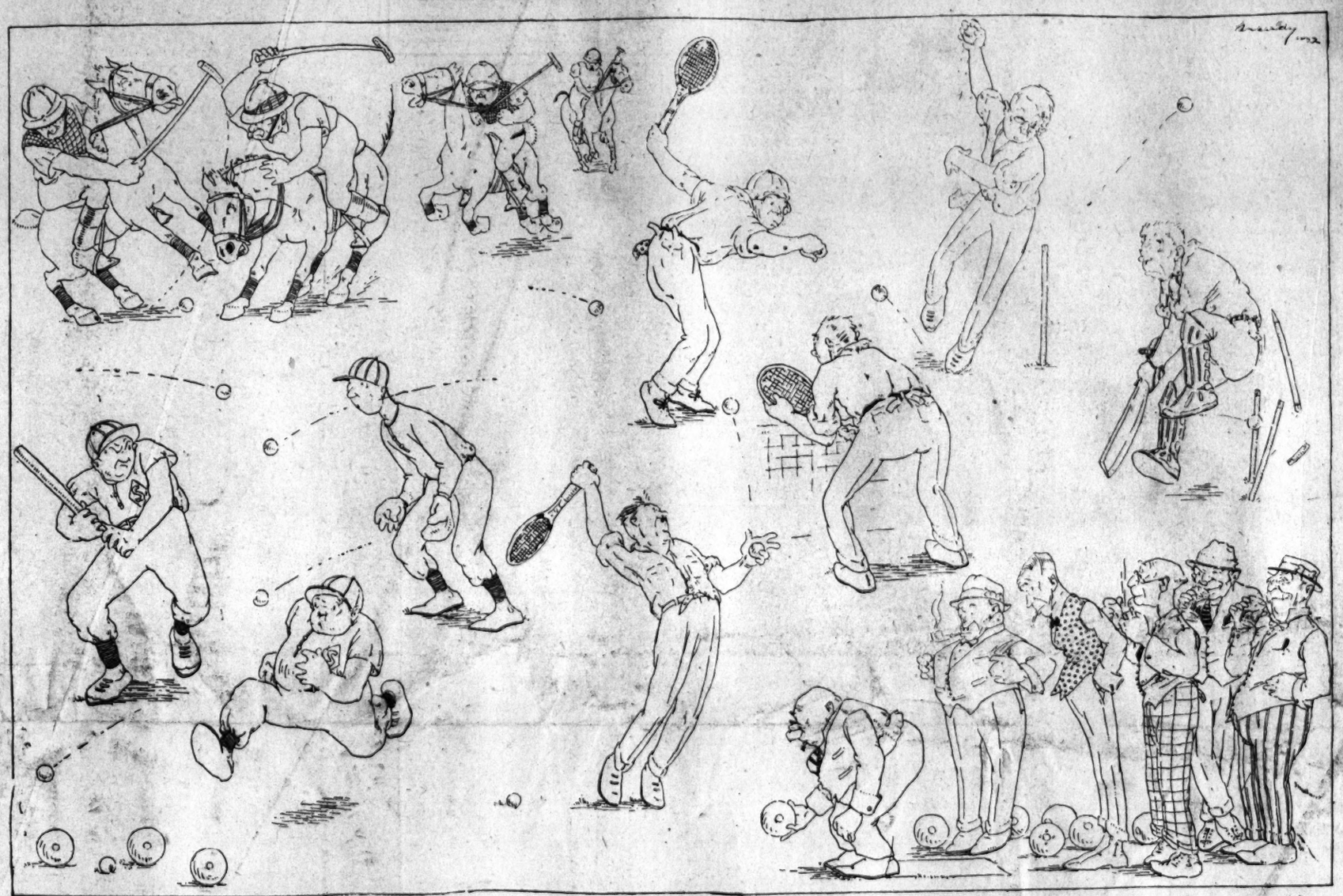
SWEAT AND GROW THIN

It is one of the warmest towns in the world and the generosity of the sun in pouring out his torrid bounty is only exceeded by the efforts of his colleague, Humidity, who does so much for corpulent visitors. Fat parties, the world over, seek Shanghai in the summer, and reduce their weight by the simple process of sitting still and letting Nature, in the guise of the two aforementioned co-workers, do her work. There is no need for any co-operation on their part, although several of the corpulent brotherhood and sisterhood prefer to hasten the work along by dancing at the Astor, in the summer garden under the fans, at the Carlton or the Palace Roof.

The bathing facilities of the city are splendid. There are, besides the Whangpoo and the Soochow creek, where traffic is so thick that safety from

(Continued on Page 4)

SPORTS IN SHANGHAI -:- -:- -:- -:- By Arcady



-:- Chin Chin -:-

The Germans want their old trade-mark—"Made in Germany"—used on their products again, but our hunch is that it would be about as valuable as their mark.

* * *

Other people are planning to go off on vacations but we still have the income tax blank look on our phiz and are spending our week-ends figuring out how much we owe the guv'ment. At the rate we figure now the guv'ment will owe us before we're through using up lead pencils.

* * *

Gosh, give me patience and grace!
How much is seven times three?
"Do not replay in this space."
"Schedule the items in C."

* * *

The government very kindly notified us that we could send our payments by check and our idea is that we're going to have to send them the balance as well.

* * *

Hermoine and her Little Group of Serious Thinkers in the Dial are considering starting a little magazine all their very own and devoted exclusively to poetry. It will have a dark brown cover and it will be Different. Several proffers of verse have already been received. Don Marquis reports, one of them being by Fothergil Finch:

DOORKNOBS

When I stand in hallways
looking at closed doors
I always
wonder what is on the other side . . .
How the knobs
invite my hand!
Where I stand
In the hallways . . .
Always
Always!

Mr. Yoke Easely (who paints Sound Portraits with his larnyx translates Chinese verse in a very pleasing fashion. It's so natural, you know. Hark to:

A MULBERRY TREE

(From the Chinese of High Lee Lo)
On the mulberry tree
Are leaves?
There are leaves
On all mulberry trees.

* * *

Speaking about the American destroyers being harbored by us Pa Jongg says he sees as how Lieutenant Lavender is the fleet radio officer and he's heard of violet rays but the Americans must have something new in radio colors.

* * *

There's no caption for this picture. Miss Ima Hoot-Nanny, our famous artist merely sketched it to fill space.

* * *

REMARKABLE REMARKS

"There are more stupid people in the world than most of us think."—W. L. George.

"The smaller the caliber of the mind the greater the bore of a perpetually open mouth."—Holmes.

"Man have a habit, certainly abnormal, of thinking while they read. No woman ever does that."—Edgar Saltus.

"God sends meat, and the Devil sends cooks."—John Taylor.

* * *

Viscount Astor says everyone refers to him as 'Lady Astor's husband.' Well, it might have been worse. They might have referred to him as 'Lady Astor's second husband.'

* * *

MAXIMS OF HAFIZ

The ways of a man with a maid be strange, yet simple and tame

To the ways of a man with a horse when selling or racing the same.

* * *

We were discussing that state of being often referred to as 'martial bliss.'

"Every bride has an ambition to have a home where she can make love to her husband in case he should ever come home," said Miss Ima Hoot-Nanny.

Mrs. Dumbell looked as Dumbell with a withering glance. "Yes," said she. "She fixes up a little love-nest and then he brings a bunch of eggs home from the office and plays poker or mah jongg all night."

"Feathers the nest with cigarette butts and cigar ashes," I suggested meekly.

It was then that they laid down a concentrated barrage of odds and ends about my head and I happened to spot ye household motto on the wall:

* * *

A focles bolt is soone shot.

LARRY.

Keeping Down The Upkeep Of A Car

By James J. Montague

IT ISN'T the first cost; it's the upkeep. You know that if you own a car. They run all right for a while—then something gets the matter with them.

Lacking three years of apprenticeship in an automobile factory, you don't know what it is You think you do, of course, and try to diagnose the trouble. By and by you give that up.

He comes up to the house, looks over your car and says it's the syncopation that is out of order. Nothing much. Three or four days will fix it up all right.

Cross-questioned as to probable cost, he becomes vague. There might be something deeper—some incipient malady which must be corrected. You never can tell about mere symptoms. However, he will make the price right. You can depend on him for that.

So he takes the car away, and in a couple of days you call for it. It isn't done. There was so much work on hand, this being spring, that he really hasn't had time to get at it.

Of course, he could have put an assistant on it if he had been that kind of a man. But you know what help is these days. Never can depend upon it. You wouldn't have been satisfied if he had turned back your car with a botched job.

Come back Friday week and everything will be jake.

Friday week the car is ready for delivery, and you run it proudly home. But the next morning when you try to start it merely remains passive. Vainly you stamp your foot on the self-starter and jiggle the gasoline feed pump. No response from Mr. Car.

Again you send for the garage man. He can't come just at that moment, being engaged in Mr. Goldstein, the banker's, car, but he is on hand bright and early next Tuesday and looks it over.

This time it is the carotid artery that is out of order. That can be fixed in a day. In fact, it was because the press of business forced him to employ one of the hands on it that it didn't work when you got the car back. However, he'll make that right on the bill.

Two days later the car is ready again, but after two days of service it gets jumpy and you are always in suspense when you cross ahead of a streetcar lest it stop right there and invite demolition. So you take the car back, and the promising process is gone through again.

The bill comes with the next delivery. It is $68.03, including parts and labor and kerosene used for cleaning.

It is too much to pay. That is why we have, after a course in a garage, provided a few simple rules which will enable any of them to be independent of garage men for life.

These are the rules:

Carburetor Trouble—Remove the carburetor and fill it with a finely ground emery powder, which is obtainable at any hardware store.

Put it carefully back in place. Take a dirty piece of paper with a garage heading printed on it, and inscribe it as follows:

Removing carburetor	$4.65
Labor for same	6.08
Time of man—two hours	7.00
Kerosene	.46
Sandpaper	.38
Use of tools	1.89
Materials	2.67
Replacing carburetor	5.18
Time	3.05
Labor	6.36
Kerosene	.59
Total	$27.89

This total is not right.

You can fix that up with yourself afterward, just as you would have to do with the garage man.

You will find in a few days that the piston rings get loose and finally are propelled in fragments out through the exhaust, which is just what would have happened had you taken the car to a regular garage.

Also there will be a general weakening of will power on the part of the motor that will seem perfectly natural to you if you have ever had any experience with repair men.

In the case of muffler trouble you take out the muffler and put a gasket, which is a thick piece of some leathery material, between it and the exhaust pipe. Then you start the car and the motor will rise right up through the hood and land, like as not, in your lap.

For this service you can charge yourself anything you like, but you must itemise it carefully, or you will not feel that you are really making your own repairs.

The best thing to do with a refractory self-starter is to take it out altogether and sell it to the junk man, who will give you 75 cents for it.

After that you can crank up the car when you want to start it, which is what you would have to do anyway if you had the garage man fix the self-starter.

You will find these rules a cheap and pleasant provision for occupying the time that you need in your business. The result will be much the same as those which would be obtained at the garage, and you will have the advantage of being able to tear up the bills you render yourself instead of getting used for them in a justice's court at the end of the year.

Country-Club Togs

by Lady Duff-Gordon

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

By LADY DUFF-GORDON

("Lucile")

GREEN lawns, clinking tea cups, the purr of a nearing motor—is this not the tune of the country club?

When the verandas begin to blossom forth their patronage, a new decorative note is added to the landscape. Costume colors, in gorgeous array, contribute not a little to this fetching effect.

This year Milady will carry her walking stick to match her costume, be it violet, jade, dandelion or black. In the costume designed with vivid braid trimming, I have combined the comfort of the box jacket with that of the loose sleeve and allowed the skirt more fullness than for town wear. Soutache braid, in a vivid shade, decorates the sleeves, edges and coat front, applying itself again to the sides of the skirt, where it cleverly develops the uneven hem line. Taffeta fashions the sports hat with its brim rolled to display a scalloped edge against its crown.

Two materials are artfully combined into the three-piece suit model. In reality, the suit is of two pieces since the blouse is attached to the skirt of contrasting material, forming a complete frock beneath the loose box jacket. Touches that ally the two tones are found in the belt, sleeve patches and skirt slash that allows the contrasting material to peep through so shyly.

The strictly tailored model of velour with patch pockets on the jacket is equally good for country club or town wear. Here again braid forms the trimming. And the mannish effect is relieved only by the frilled blouse and decidedly feminine hat, boasting the flowing streamer that serves as a motor veil as well.

FASHIONS

Directoire Styles Again Gain Favor Everywhere

aris.—Some of the most im-tant dressmakers have elected emphasise the Directoire dra-y. Thus in the recent collec-s there is a distinctly new of Directoire costume; be-e while introducing the ctoire motif in the skirt the turier has kept the low waist-bodice. There is a very ng feeling that there will be decided development into e pronounced Directoire s. The cleverness of this Directoire note is its faint estion and the actual crea-of distinctly modern things nd this basicly classic idea. everybody knows, the ctoire was a development the Greek—an effort, as it , to adapt the simplicity and of early Greek dress to the of the adventurous, intrigu-spirit and manners of the ient Directorate. Thus what s natural Greek environment modest, simple and pure me flagrantly brazen, elabor-and vulgar. The artificiality French life at that period formed freedom into license, y into grossness and art sensuality.

is a matter of history that ng the French Directorate en who adopted these so-d Greek fashions greased bodies in order that their parent and clinging draper-should reveal more clearly physical charms. It is ed, too that during this d a man's success was only ed by his ambition and a an's by her beauty. Thus e was no limit in audacious Happily, today the ctoire motif is somewhat ered by a sense of pro-y.

he direct Greek is strong also he new collections, and many he most attractive afternoon evening dresses are Greek in . All through the past er there has been a tendency rd the draped evening dress. heir effort to find something ctly new and interesting Paris dressmakers have now d toward the Directoire; is, the Directoire evidenced e skirt drapery, but not yet ed in the bodice.

has been an easy step from Grecian styles of the winter erge into the Directoire, be-it was the Greek that red the Directoire during early triumphs of Napoleon, re he became so ambitious create an empire.

he Directoire has not been vogue since 1908, and it is us to relate that it was dis-d by the Moyen Age or low line in 1909. Since that all the fashions have re-d around the low waistline the natural uncorseted e.

orth, who excels in evening es, is notably working on Directoire lines. He has numberless day and even-dresses very suggestive of period. It is interesting to however, that the draperies treated in an entirely origin-ay, owing to the fact that are now at the right side not the left, as in the nal period. The low waist-is practically always retain-

ong the Worth evening es there is hardly a failure an embarrassment of riches. might with closed eyes e from the many beautiful ls offered. This house is ing many beaded evening es using square, oblong and crystal beads in jet and olor; also many large cabu-in high colors. Rhinestone et motifs and jewel studded olderies are shown on even-resses.

orth's sensational novelty—Directoire gown combined the low waistline—is oped in black satin and tur-e blue net elaborately em-ered in turquoise beads and als. Nothing more lovely be imagined than this com-ion of black and blue. The haired woman who wore created a veritable sensation, cularly as she wore priceless and gray pearls as earrings n the form of an upper arm let with pendant ends, each holding a pear-shaped pearl ay or white.

is extreme in its effect is a in crepe de chine with iful embroideries of ruby white beads. The dress it-is a pale mauve crepe de . From the hips down it ure Directoire, while above it has the straight chemise A pretty feature is the which falls from one der at the back and is hed to a bracelet. This together with the earrings, n important part of the le. Both jeweled orna-ments are developed in rubies and pearls.

Many of the decolette models have specially designed shoulder straps worked out like jewelry, but in rhinestones and imitation onyx. This house uses also very elaborate belts like real jewels set in metal. One of the most striking novelties is an entire dress made of dull black paillettes, through which is wrought a design in colored paillettes, also in mat finish. This is extraordinarily new looking, more like a brocade than a spangled gown, as one always associates spangles with a brilliant or sparking surface.

Worth goes in for vivid colors and plays a full series of reds, yellows and vari-colored combinations. He has strikingly beautiful dresses all in flame red or flame yelow. Two new rose-yellows used by this house are known as Lucifer and Aurora.

Despite his apparent interest in high colors, Worth shows many lovely all-black evening dresses. A beautiful model, called soir de fete, is in black satin studded in a design of rhinestones, hammered directly into the fabric and with the Directoire drapery held on one hip under the fullness by a large motif in jet and rhinestones with giant acorn pendants.

He has another lovely model, quite Greek in its feeling, called Phedre. It is developed in black satin combined with a dull black and gold gauze, the latter arranged in pleated panels. Ritz is the name of a handsome black satin and black lace dress, and Lucifer of a lovely golden pink lace dress. Saturnal is a beautiful black model with elaborate colored embroidery on the sleeves. Autar is a barbaric looking printed crepe. Danseuse Rouge, an evening dress in cerise and silver, and Pimparte, a black silkstriped crepe, are both very Directoire in feeling.

Very striking evening dresses feature in the collection of Madeleine et Madeleine, and the choicest models are always accompanied by matching wraps, another extravagance which women should regret.

Belle Nuit is a gorgeous evening toilette consisting of a dress and cape wrap in black satin. The dress in draped Directoire style is trimmed with bands of rhinestone ornaments and silver embroidery. The cape, all black except for the silver fabric collar, is lined throughout with an exquisite fabric, which fairly radiates the silver lustre.

Esclave is a gorgeous red satin dress with matching manteau. This is of red and silver brocade, embroidered in jeweled motifs of rose design, the jewels being sapphires and rhinestones on the red and silver background.

In some of the evening dresses a matching fan is featured. A beautiful model called L'Enchainee is in white satin trimmed with rose petals. There is an exquisite fan covered with the same rose petals that belong to the dress. Another lovely purple dress is trimmed with purple ornaments and with it was carried a purple ostrich fan, the fan being of gauze stretched on a pearl frame and trimmed with fringe-like motifs of purple ostrich.

Many of the Madeleine et Madeleine elaborate evening wraps are completed with foot length boas of ostrich—that is, full length wraps have collar and stoll-like trimmings formed of thick ostrich boas. One wonders if this old-time favorite is coming again into fashion.

Development Of Modern Corset

The evolution of the corset is extremely interesting. Its American history dates back to the days of the Pilgrims, when the first article of this character was made in America. These God-fearing people wove the material by hand, leaving it in its natural gray state. To bone the corset they used whalebone, which they sewed in by hand—and this garment was not lightly boned as it is in these days. The whale-bones were placed so close to one another that one row of stitching supported a bone at either side of it.

Unlike the corset of today, this primitive one covered the body from the waistline upward, leaving the hips practically unprotected. Reaching from one's chest to waist, it gradualy diminished in size toward the latter point, where it again widened slightly, ending not more than two inches below the waistline. The top and bottom edges were finished with a white feather binding.

In the days of Katherine Medici women slept in corsets made of iron to reduce their waists to the dictated measurement—a maximum of thirteen inches. This queen decreed that no woman whose waist exceeded this specified measurement could appear in court. Made of two curved sheets of iron, the corset fashioned by front locks and opened on hinges such as are used on doors today.

During recent years—clothes having taken to straight lines—many women of both France and America have worn either no corset at all or one quite lightly boned. Gradually, however, they are beginning to perceive the need of some support, however slight it may be. Particularly is this true of the French woman, who was the originator of the corsetless mode, according to an interview with the head of one of our largest American manufacturing concerns, who has just returned from Paris.

The women of America are under the impression that their French sisters have entirely dispensed with corsets. This is inaccurate, because what we term a short corset or girdle they classify as a belt.

There is no change whatever in the lines of corsets. At present there is no indication of the waistline becoming smaller. If anything, the waist is larger. The prevalent style in France is a model extremely low, not very long and quite lightly boned. For evening wear the backs are entirely cut away. So many French women have returned to the corset in the past month that sales have increased 50 percent.

The materials used in the new corsets are nothing less than marvelous. Gorgeous brocades such as were used in last winter's evening dresses make some of the loveliest models. Heavy silk brocades and silk batistes appear in combinations of yellow and lavender, white and lavender, gold figures on a white background and white on rose.

Knitted fabrics and rubber, used singly or in combination, are prevalent. Brocaded tricot silk is used for a lightweight model in pink, pink flowers being raised on the fabric.

Trimmings are in the form of white satin pipings and dainty real lace edgings and medallions.

Among the novelties are girdles made from narrow satin ribbons loosely stitched to a silk foundation. A brassiere to match is made in the same way.

Even black velvet ribbons are used for corsets. One model—a step-in which is made from five strips of two and a half inch ribbon—has the ribbon merely tacked to a lining of pink tricot silk. Dainty ribbon flowers in pastel shades trim this girdle. Step-in models are not so popular in America as they are in France.

First State Road Police

"In 1821, when Abraham Lincoln was a boy of twelve, the people of Kentucky inaugurated the first state road building policy ever concerned in these United States," according to Edward S. Jordan, of the highways committee of the National Automobile Chamber of Commerce, speaking recently at the University of Kentucky.

Bruce Hopper Takes Us Through "China's Back Door"

(Continued from Page 1)

surrounded by a dozen other caravan outfits. Everywhere were half-naked mafoos eating rice and beans. We stormed, and bade Chung, our interpreter, tell the chief mafoo to get us out of that sink of antiluvial slime or we would kill all his mules. The threat was childish, but effective. The packs were reloaded, and we moved on in search of a clean patch of earth big enough to pitch three cots. As the six cities in layers over the site of ancient Troy, so the accumulated strata of filth at a regular caravan camp. Where there is water for the mules there the caravans halt for centuries and centuries.

About the time we began to fear an all-night search for the patch of clean earth Flash discovered a mill-house, evidently preserved from the contamination of passing mafoos. There we camped, and listened all night to the drip of water on the wheel, and the song of the mosquitoes against the nets. For the first time Flash opened the medicine case. We consumed enormous quantities of quinine, asprin and brown pills. In the morning no one had malaria, but we all were ill from the drug riot. We certainly staved off disease, and cheerfully went without eating breakfast in order to get an early start. The trail out of the Salween is an easy gradient. The pull was to the watershed of the Mekong, another mighty stream of mystery. At the next stop we made notes:

Yung-Chang-fu, April 2.

"Tonight we are comfortable in a large inn, a busy hive of travelers in this walled city. The bazaars seem endless, selling mostly foodstuff. We are loading up with the celebrated Yung-Chang cakes, Yunnan hams, some brown sugar in bars, and dried peas.

"These inns are very interesting at night, when a friendly darkness conceals the ugliness of things. One hears the Chinese chatter, and the mules munching hay in the stalls, and sees the fires under the rice-pans and candle lights moving to and fro. The horse inns are more picturesque than the regular stopping places, and the packs are safer when we camp nearby. Our eight mafoos and Anfah are a congenial, curious crowd, quite different from Genghiz Khan. Caravaning is more pleasant when the mafoos are agreeable.

THE FRAGRANT POPPY

"Today we stopped to watch some peasants scarifying poppy capsules. Two vertical incisions are made. During the night the sap exudes, and is scraped off in the morning to be boiled. Some reports have it that Yunnan fields have become yellow with corn since the 1906 edict against opium growing. Thus far we have seen nothing growing but poppy. The white fields, dotted here and there by purple blossoms, make the scenery. The rice paddles are under water, but planting has not begun.

"This town of Yung-Chang-fu is the Vochan of Marco Polo, described by him as the capital city of Zardandan. We have looked in vain for the people with gold teeth. His description of the custom of tatooing is, however, correct. Regarding the wine which Marco found so excellent one must have a catholic taste in beverage to appreciate the samshu sold in earthen jugs. It is rice moonshine, and raw. Marco Polo also devotes considerable space to the custom then prevailing of the husband staying abed with a new-born child, while the mother does the work. We have been unable to verify this rite. Chung laughed when he asked the landlady. It is probably no longer true.

"Tradition still points a finger to the famous battlefield nearby, where the Tartar horsemen of Kublai Khan overthrew the armies of the King of Mein, which was Burma. Marco Polo has it that the Tartars dismounted, and shot arrows so fast that the 2,000 elephants from Burma began to trumpet in unison, and forthwith stampeded rearward. That was in 1277, a glorious victory for the Great Khan, and further proof that Marco should have been a troubadour."

HOW TO "GROW" A NEW COMPLEXION

These are the days of "hustling." In a week we see and do more than our grandmothers did in a year. We are gradually turning nature to be our servant; we use her great forces against herself. We have conquered sea and sky, now our doctors are fighting not only disease, but old age. There is talk of rejuvenating human beings by the injection of animal glands, but as yet, only the few can avail themselves of the treatment.

There is, however, one secret of perpetual youth that is in the reach of everyone. Scientists now realise that the only way of keeping the skin young and fresh is to examine Nature's methods and to find some way of imitating her.

SCIENTIFIC BEAUTY.

In order to explain the new method of keeping the complexion perpetually youthful, one must understand something of the nature of the skin. A baby's skin is always clear and smooth because the outer layer is always invisibly peeling off, and new layers are forming just as fast underneath, so that the exposed skin is always fresh, unwrinkled and "new."

For the first few years of our lives, this peeling is a purely natural process, but as we grow older, we gradually lose the power of throwing off our old soiled outer skins, so that our complexions become lined and yellow, and the new skin has no chance to show itself.

A few years ago, a scientific chemist realised that a little-known substance called mercolised wax, was exactly what was needed to "keep nature up to the mark." It appears that this substance, which is now universally obtainable, gently and painlessly assists nature in throwing off the soiled outer cuticle. The skin is thus perpetually renewed, and a clear youthful complexion can be preserved to any age. (Advt.)

Channel Rates Reduced For Motorists Abroad

The Automobile Association, of London, announces a considerable reduction in the rates for motor cars has been effected between England and the Continent as the result of representations made by the association. The new rates should be an incentive to the man of moderate means taking advantage of the association's foreign touring facilities, especially as they coincide with the association's recent revision of customs deposits which call for only a moderate sum in cash and the balance by means of an approved bankers' indemnity. The revised rates apply between Dover and Calais and between Folkestone and Boulogne, and are now in effect.

Differentiation is made between the open touring or general utility car and the more expensive and luxurious with closed bodies.

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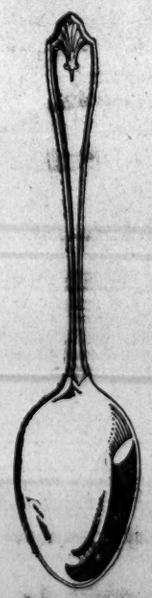

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THE BIG SILK SHOP IN NANKING ROAD

AUTOMOBILES

SHANGHAI, SUNDAY, JUNE 11, 1922

Here's Boost For Auto--- The One Best Vehicle

One Doesn't Even Have To Dress Up, And May Take His Whole Family For An Outing

BY H. CLIFFORD BROKAW

Taking everything into consideration the automobile is the best medium of transportation when one would travel for recreation.

Of course, it has been demonstrated over and over again that for certain kinds of business purposes there is nothing to equal the auto as a transportation medium. But when one comes to consider recreational traveling for a few hours, a day or a week-end trip or for a month's vacation, perhaps the superiority of the auto as a vehicle is not as well understood.

Besides the automobile there are such methods of travel as the bicycle, motorcycle, horse and buggy, wheelbarrow, two legs, street car, railroad trains, ships, aeroplane and watching the travel films at the movies. Each of these possible ways to travel has its own peculiar merits, varying on the length of the journey contemplated and the wealth of the prospective traveler. But take it by and large, the automobile has any one of them lashed to the mast.

It is taken for granted that the person who expects to enjoy an outing via his motor car will put his machine in good working order before setting out. It is taken for granted that he will put water in the radiator, gasoline in the tank and oil in the engine, lubricate thoroughly and take along five fairly good tires.

THE QUESTION OF RAIMENT

Now, what are some of the advantages over the more usual methods of travel? First of all, the party does not have to doll up in their Sunday-go-meeting clothes. For a man to be able to travel in a soft-collared shirt and without having to think about the crease in his pants is no small consideration. For a woman to go in comfortable shoes and without a hat if she desires, is bound to make the affair more congenial for all concerned.

The trip begins right from the kitchen. Only such baggage need be taken as will be required, and this will ordinarily not be much. And it can be loaded into the car, saving all the worry of checking, transferring and getting lost.

When the members of the outing event are three to five, as is apt to be the case when the whole family goes along or the neighbors are invited, the expense is apt to be less per mile per person. This tends to increase the enjoyment in proportion to the size of the family, as the whole family is likely to be included up to the capacity of the car. For one more adds little, if anything, to the expense for gasoline and oil. And there is always room for one more in any car! This matter of economy is of tremendous importance and by use of the motor car makes delightful outings possible to many who otherwise could not afford to travel on wheels at all.

Traveling by automobile makes it possible to get to the desired destination with dispatch and comfort. When the party is ready the driver steps first on the self-starter and then on the gas and they are off at as snappy a rate of speed as the law and good judgment in driving allow. There are no time tables to consult, no connections to miss, just splendid state roads to cruise along, comfortable seats to sit on and good clear air to breathe.

CAN STOP ANYWHERE

The travelers can stop at any point of interest along the route and enjoy it to their complete satisfaction, then start on at any time. If there are side trips off the main line of the journey that they wish to inspect, a turn of the wheels of the car sends them off in the desired direction. If there are fishermen in the party, they can stop at this stream and fish for awhile, and, failing to lure the fish from its waters, they can ride on to that lake, where their luck may be better. If one tires of riding, it is easy to stop the car so that the occupants can get out for a seventh-inning stretch.

The eating problem is simplified when traveling by auto. If real good food is desired it can be taken along in the car and cooked by the roadside or in some cozy grove. In many places there are public camping sites with stone fireplaces already built for the convenience of automobilists. Or food can be procured along the route for picnic lunches.

The matter of sleeping is quite as easily handled. There are many contrivances which can be carried along so that the motorist can find comfortable repose at night. Tents can be erected and patent cot beds unfolded, or some can sleep in the car or roll up in blankets and find out how the Indians used to do it years ago. If more conveniences are required, it is still possible to find sweet dreams in some hotel, inn or farmhouse.

Traveling by auto is one of the healthiest forms of recreation. There is always plenty of good clean air. A motor trip usually takes one out into the country, where the ozone is at its best. The danger of catching any contagious disease is practically entirely eliminated.

CROWDS CAN BE AVOIDED

Crowds can be avoided. To be able to have a little privacy while traveling is an asset of no mean importance, which adds to the happiness of the vacation. One of the greatest values in an outing is to get away from the masses of people who are forever present to be contended with in the day's work of most city people. By using common sense crowded thoroughfares can be avoided during the hours of heaviest traffic.

If a driver knows his business of driving and will use ordinary judgment in manipulating his machine, the danger from accident is no greater than might be encountered on board a ship or train. Certainly they are not as great as travel by airplane! In spite of the startling casualties and in spite of the reckless drivers that are loose on the face of the earth, a careful owner is not at all likely to have his outing marred by serious accident.

The owner of an automobile usually gets a certain satisfaction and enjoyment out of driving himself the vehicle in which he is traveling. He has a sense of being in control of his destiny which adds to his pleasure, and if the others who are along have confidence in his ability, to the happiness of the rest of the company.

Travel by auto makes for sociability. In no way can a group of people become better acquainted and get more pure fun out of life than by being associated together on a vacation via motor.

KNOCKS IN LOW GEAR

An engine with all working parts in good condition should negotiate an up grade as quietly as if driven on the level road, even though it is operated slowly. If knocking is heard when the grade is attempted, it can be attributed to loose or worn bearings, to carbon accumulated within the cylinders or to defective spark, advanced spark or wrong fuel mixture.

SPRING ADJUSTMENT

When two or more leaves of a spring break, it is not advisable to install new leaves without resetting the spring. If the spring is used for some time its set is different from the new leaves installed, and the effect results in another broken spring

Shanghai, The World's Greatest Summer Resort

(Continued from Page 1)

drowning is absolutely guaranteed, several Chinese baths. These are a bit crowded, it is true, but they furnish so much material for the study of human nature that that, in itself, is in their favor.

Good roads have always been associated with the city of Shanghai. There are at least two fine roads out of the city. One is around the Rubicon, particularly delightful on moonlight nights, and the other is toward Woosung. There are so many automobiles in Shanghai that these two rides offer advantages impossible to obtain elsewhere where there are more roads and less traffic. A running fire of conversation from one automobile to another is possible on either one of these roads on a Sunday afternoon. The owner or driver of the car need never fear traffic policemen. There are no speed rules for on Sunday it is as difficult to speed as it is to get cherries from a bread-fruit tree.

THE DELIGHTFUL RICSHA!

Besides automobiles, there are other interesting means of locomotion not possible in the States. The ricsha, for instance. Ricsha riding offers a thousand and one diversions even while it is successful in getting you where you want to go. You can always speculate on what the coolie is thinking about; how many times you will escape violent death by the margin of a gnat's eyelash; what the amah said when the left shaft knocked the ashes off her cigarette when she wanted to do it herself, and so on ad infinitum.

In the matter of mosquitoes, Shanghai can pride herself particularly. The Shanghai stingers are larger, more vicious and more blood-thirsty than any other mosquito extant. There are no temptations to sleep in Shanghai; sleep, considered as a necessary evil by most ambitious, energetic people, is easily dispensed with by the residents and visitors here, with the co-operation of the mosquitoes, as well as the various cafes and their concomitants, of jazz and refreshments. When sleep is indulged in, one takes it in bed, under the comparative seclusion of a net, a luxury scarcely permitted at home.

There are for those who prefer the more simple pleasures, amusement parks, the Great World and the New World, which have Coney Island and its brother and sister lunacies throughout the country backed off the map. In the Shanghai amusement parks, besides all the other idiocies, indoor baseball, played with hot towels, is a unique and unstimulating form of amusement.

THE BUBBLING ASPHALT

Altogether, besides being three to four weeks behind the newest fiction, and anywhere from six months to a year in the rear of the latest cinema release, Shanghai is the greatest summer resort in the world. It has a bubbling well and bubbling asphalt; it has every known and several unidentified varieties of insects in the world, in larger and more powerful form than elsewhere in the world; it makes men be men and not horses, since lettuce and green vegetables are prohibited by the health sages.

Probably the most delightful feature of Shanghai as a summer resort is that all these amusements are possible to the visitor for nothing. He can sign chits all summer and if he is quick on his feet get off on a boat before the Number 1 day on which they're due.

P. S.——There is no prohibition in this summer paradise, its only drawback.

Yellow Tail Lights

American Engineers Consider Advisability Of Supplanting Red As Standard

Automobile engineers in America are considering the advisability of using yellow in place of red tail-lights so as to minimise the danger of motorists confusing lights placed along highways to indicate dangerous road conditions with automobile tail-lights.

Many accidents occur owing to motorists being confused in this way, according to the Society of Automobile Engineers. A case recently occurred in Chicago in which a driver, not familiar with the road, was following another automobile late at night. The first automobile crossed a drawbridge over a river which swung open immediately after it passed. The red-warning light of the light lazy-tong gate that swung across the road as the drawbridge opened closely approximated the position of the tail-light of the first automobile, so that the driver of the second automobile thought that the red light in front was the tail-light of the automobile he was following. The result was that the short section of bridge between the gate and the open draw was all that prevented a serious accident.

The red light on the rear of railroad trains is probably the origin of the red tail-light of automobiles. A comparison of the reasons for each will, however, show that the use of the red automobile tail-light is not logical and, in fact, even dangerous. The railroad train operates on a track and the rear end of that train is dangerous because a train following cannot turn out to avoid the preceding train. As automobiles do not operate on tracks, however, an automobil following another can generally turn out and pass it. It will thus be appreciated that the rear end of an automobile is dangerous only when it is slowing down or standing at the roadside.

The members of the Passenger-Car and Motor-Truck Standardisation Committees of the Society of Automotive Engineers, a national engineering society of over 5,000 engineers and executives of automobile and other automotive manufacturers, have studied this proposed change and generally approve of it. The fact however that the use of red-tail-lights is required by law in many States will mean that the change to yellow tail-lights cannot be made until the laws in these States are revised.

It will, of course, take some time to bring about any complete change from red to yellow tail-lights, but once the wisdom of making such a change is fully appreciated by motorists, legislators will see that the State Highway Laws are revised to permit the change. The use of existing tail-lamps will in no case be affected as it will be possible to obtain yellow lamp glasses to replace the red lamp glasses now in service if such a replacement is wished by the individual owners.

The use of yellow as an automobile tail-light will have an exact parallel in railway operation inasmuch as yellow is used by the railroads as a caution light. This is really what the tail-light of an automobile is intended to be, to caution the following machine that care must be exercised in overtaking and passing other automobiles.

Output Of Lincoln Plant Limited To 30 Cars Per Day

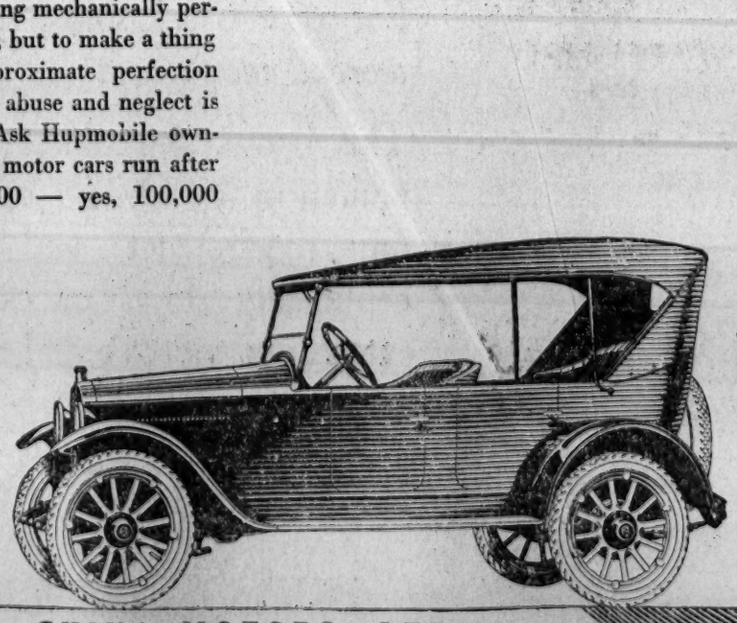
Advices from Detroit state that production at the Lincoln factory was proceeding at the rate of thirty cars per day, although orders were pouring in at a rate far in excess of the number. Thirty cars per day is by no means a large production and the holding of the Lincoln output of this small figure is significant commentary upon the policies of the company.

Henry Ford announced at the time of the purchase of the Lincoln factory that no large output was contemplated. To maintain such high standards of manufacture as the Lelands set for Lincoln construction, output must necessary be comparatively limited. The tolerances in Lincoln manufacture are so extreme fine that it is absolutely impossible to hurry work beyond a certain point.

Hupmobile

K-1

To make a thing mechanically perfect is success; but to make a thing that will approximate perfection after years of abuse and neglect is a triumph. Ask Hupmobile owners how their motor cars run after 10,000, 40,000 — yes, 100,000 miles.



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BUILT TO KEEP FAITH

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Offices Throughout the World.

Motoring In The Pleasant Land Of France

Delights Of Vacationing In A Land Of Good Roads, Good Food And Friendly Courtesy Practical Suggestions As To Preparations And How To Minimise Official Formalities

Nearly every owner of an automobile has dreams of one day taking his car across the ocean, of going gypsying in it along the pleasant roads of Europe, especially the tree-lined highways of France. A good many car owners, in those halcyon years before the war, realised this fair prospect—among them the writer of these pages, who saw what was truly a golden age vanish literally over night.

For a long time after that, nobody thought of taking a car aboard, and it looked as if that chapter of motoring was permanently closed. Today, however, it is reopened, or, more correctly, a new chapter has begun. The car owner is beginning to dream again, even to plan.

Mainly, however, he hesitates—his plans are clouded with doubts. He hears disturbing reports of difficulties: tariffs, French unfriendliness, a tangle of formalities and the general cost of things. Such inquiries as he makes yield rather unsatisfactory returns. He would like something definite, something in the way of first-hand information.

That is the main purpose of this article—to supply his hunger for knowledge. The writer of it, with another member of his household, determined to renew the adventure; to go and "spy out the land," as it were, and bring back the report concerning all those things of chief importance to the motorist about to enter a strange land. Practical details are mainly what the motorist likes. If he is going to take his car from America, he will want the information to begin at about that point.

Very well, he can do the thing in two ways. He can go to the Express Company, arrange to turn his car over and have no further responsibility until it is delivered to him by the officials of the same company on the other side. That is the easy, luxurious way, but he will get a good deal more education with less damage to his bank account if he attends to some of the details himself. For one thing, he can shop around among the steamship offices, for rates, and he will find a good deal of variation—one that will make considerable difference when he settles his freight bill.

The rate at the French Line last August was forty cents per cubic foot, and the average five-passenger touring car, properly boxed, will measure up about four hundred cubic feet. It will be seen, therefore, that a matter of even ten or fifteen cents on the cubic foot (and some of the variations were considerably more) is rather important. The steamship lines do not do the boxing, as a rule, but will furnish information as to where it can be done in a satisfactory way, and I wish I could print the name of the man on Varick Street who did the job for me, not only because it was well done, but because of his reasonable charge, his courteous treatment, his general assistance and advice. The wheels are taken off to save space, and his charge for our car, boxed securely and delivered on the dock, was only sixty-five dollars.

There are a number of preliminary details in the matter of papers which one can avoid by employing a broker at a cost of, say five dollars; but if he is fond of adventure and experience he can get a good deal in that line by attending to these matters himself. To begin with, he must obtain from the New York Custom House permission to ship his car out of the country; and it may be necessary for him to describe it more or less definitely He must also obtain a permission from the French Consulate to land his car in France, and before he visits the Consulate he had better arm himself with a pretty accurate statement as to the pattern, model, numbers and weight of his car, duly certified before a notary public. You cannot really get started without these items, and when your car is finally ready to go on the ship, a number of bills-of-lading—six, I think, is the minimum—must be made out (the steamship company furnishes the blanks, but you are supposed to make them out yourself), after which comes the tense moment when the shipping clerk figures out the number of cubic feet and you pay the freight and know that you are duly booked for the other side.

There is a lot of running around attached to all this, and if you are a busy man, or a lazy man, you will pay the broker his five dollars and try to worry along without the experience. I am both of those things, but I have a passion for knowledge, and I made a number of trips to Varick Street, which I had scarcely even heard of before, and to the Custom House, and to the steamship office, and to the French Consulate, and to the notary, accumulating a good supply.

And here is a bit of information that may be both valuable and surprising—certainly it was to me: If you have motored in France before, and have preserved your old papers—your licences—you will find them just as valid today as ever. There is no yearly renewal of these things in France, no renewals at all. Once a driving licence, always a driving licence, with nothing additional to pay. And it is the same with a car. If you should return with the old one, as we did (though it is not likely that many will do that) not only the old licences, but the number plates, are exactly as good as the day you acquired them, sa many years ago. If you have any of those things, don't fail to take them along. We took ours merely as a matter of sentiment, and found them of very practical value.

Another and last caution before leaving America: don't depend on getting American size tires in France. Outside of Paris it is next to impossible to obtain them. French sizes are reckoned in millimeters, and while you may be able to get something approximate to your needs it will never quite fit. To mount a tire that is even a very little too small—on a hot day, and it is always hot at such times; to pound and sweat and groan in agony for an indefinite period is to take the joy out of life, the bloom out of travel.

Furthermore, French tires do not have "straight sides," and most American rims prefer that kind. Wherefore, have your car newly shod all around, carrying your worn tires, if good enough, as extras. There is no duty on worn tires and none on those already on the car; though it is just as well, perhaps, before starting, to run them a week or two, in case of new regulations. The mater of tubes is unimportant. French approximations are near enough for those. The tire question, however, is really vital. I can imagine nothing more disheartening than to be stranded in some remote corner of the Vosges, or the Auvergne waiting for tires to come from Paris torn by the uncertainty of their coming at all. I have never been exactly in that fix, but I have rubbed it pretty close, sometimes.

Arriving in France the motorist can do all the things again, himself; at least, I suppose he can—I have never pursued experience to that degree. For there are really things to be done on the other side; things that require the subtilities of the language, diplomacy in the employment of skilled labor, and what not. No, these things are not for me; I recognise my limitations and go to the Express Company. The Company touches button and difficulties vanish. It is not a very expensive button either, as buttons go. A hundred francs, with a franc at less than eight cents seemed to me a modest charge for the several things that had to be done. The Express Company employs men to open your big box, which they will also store for you if destred; they provide a mechanic to put on the detached wheels, and arrange your garage accommodations.

Also, they obtain your membership in the Touring Club of France, from which comprehensive source, so closely identified with the French government, they obtain your licenses, and indeed all the required documents. From the Touring Club, for instance, comes the *triptyque*, which provides for your deposit of the duties assessed on your car; also for your leaving the country and returning to it, any time within a year (two years if renewed) with a minimum of trouble and for the return of your deposit when you take your car out of the country *definitivement*, that is to say, for good. You can get a *triptyque* for Switzerland, too, and for other countries, if you are willing, and prepared to deposit the amounts required for them.

The mater of these deposits is likely to be interesting—startlingly so that the motorist arriving with only a vague knowledge of such things. They make him sit up and take notice, when he hears the amounts, and it is just as well not to have a weak heart at such times. France requires a deposit of forty-five percent of the value of the car, with an additional fifteen percent luxury tax. That is sixty percent of the car's value, and the value is not what the car would be worth in America, not by any means. It is what it is worth laid down in France, with very little allowance for usage.

The minimum valuation seems to be ten thousand francs, no matter how antiquated and rusty a car may be, which means a deposit of six thousand francs, or about four hundred and fifty dollars at present rates of exchange—a noble good sum to have lying sequestered in alien hands, even though it is some day to be returned. The old boat which would bring next to nothing in America, suddenly acquires a new value. The owner is tempted to sit up nights and watch it. And remember, that figure is the minimum. The tourist who comes over with a bright new car that has cost him, say, twenty-five hundred dollars on the other side, suddenly discovering that he must deposit another fifteen hundred or so (dollars, remember, not francs) gets a jolt that rocks him to his foundations. In the old days the tariff was figured by the pound, whatever the class or value of the machine. I suppose the new rule is to encourage the traveller to buy or hire a French car. The tariff is still figured by the pound in Switzerland, at the rate of 90 francs (Swiss francs, which range at about par) per hundred kilos—a kilo being two and one-fifth pounds. In other words you must deposit something like eight cents a pound to circulate in Switzerland, which on the whole is considerably more attractive.

You can get out of your port of entry in a very brief time, if you really wish to do so. It will take a day or two to get your papers, by which time your car will be unloaded, unboxed and set up, ready to start. Being in no hurry we were more deliberate for the ancient port of Havre, which most travellers rush through without seeing at all, seemed worth a closer acquaintance. Havre has been there so long! It could not help being interesting.

It is not costly to stay in Havre, not at present rates of exchange. A room in the best hotel is worth about fifteen francs, or something more than a dollar, for fourteen francs a dinner in to be had that would cost all the way from five to ten times as much in New York, where some of its features would not be as good.

We were especially interested in prices, in the beginning: we had heard so many contradictory reports. We explored Havre pretty thoroughly during the week of our stay, and so far as we could discover, reckoned in terms of American currency, living in France was as cheap as ever it had been. A few things we thought a little higher—shoes, for instance—but then one would not buy French shoes, except in the case of the direst need, so this was of no consequence. Cotton goods were not cheap, but cotton goods never had been cheap on the continent. Wines were ridiculously cheap; five francs for a quart bottle of Graves Superieur of excellent quality (about thirty-seven cents) and twelve francs or a bottle of Barsac Haut Sauterne. But these things no longer interest Americans: I apologise for mentioning them.

The price of travel in France, unpretentious travel like ours, costs no more in American money, and in some instances it costs less than it did in those good days before the world went into the business of war. During our four weeks of wandering in many localities we found our daily bills maintaining about the old-time average. Gasoline, *essence*, cost a few cents more for a five litre can. But with leisurely sightseeing travel one does not use over a half dozen of those cans in a day, and the resulting difference in the total is not important. The Michelin Guide or "red book" in France—the motor traveller's bible—can be relied upon as to prices, and taking our old copy of 1912, and comparing definite items in it with our hotel bills of today, I get the following results:

Compiegne; Hotel de la Cloche (1912) dinner, lodging and breakfast (petit dejeuner) eight francs fifty per person, or a trifle less than $1.70 in our money. At the same hotel, in September, 1921, the charge for the same items was nineteen francs and fifty centimes per person or not quite $1.50, American money.

Chalons-Sur-Marne: Hotel du Renard, same service as above, 1912 eight francs, $1.60. In 1921 the charge was eighteen francs or about $1.40.

I have given these two inns, both of them excellent, because they are located in towns along the war front, where the automobile tourist might be expected to pay advanced rates. In each case it will be seen that the total today is a trifle less than in the days of peace, and certainly small enough, in all conscience. At Compiegne a small charge, about twenty-two cents, was made for the garage; none at all at Chalons-sur-Marne, where the car stood in the hotel court, under cover and quite safe. In fact, during all of our travels we never lost the smallest of our possessions from the car, and we left everything in it except articles of immediate need.

I have thus far not touched upon the present condition of French roads, a matter of vital importance to the motorist. Good roads in France are as good as they ever were—the best, I believe, in the world. There are not as many of them as formerly, for the exigencies of war wrought damage to the highways, especially those leading to the front, while other suffered through enforced neglect. Certain of the *grandes routes* today are very bad indeed, worn and rough—the one leading from Paris to Chateau Thierry being among the worst. France, however, will presently correct these deficiencies. Already many of her worn highways have been put in perfect order, or entirely rebuilt, and I think we did not meet with a poor road that did not have fresh macadam heaped along both sides of it, ready for the reconstruction that in many instances was already under way. In just a little while France will regain her reputation for having the most beautiful and well kept system of roads of any nation; I am not sure that it does not belong to her today.

Her minor roads, especially, are what they always were; in nearly every instance hard and smooth and beautifully graded. The wise motorist takes them, where he can, for even when they are no better they are lonely to be more interesting, and less obstructed by travel. However, there is not much motor travel in France on any of the roads: often we met not more than half a dozen cars during an entire day. Earlier in the year—we were motoring through September—this might have been different, and here let me suggest, if one is coming to France to see France and not for gayety, that September is a good time to come. A great many travellers are on the way home by that time; the roads are not so dusty the hotels are not so full, it is no longer uncomfortably hot. To leave America toward the end of August and motor through France during September—the harvest month, the wine-gathering month—is to see the fairest of lands at the golden season of the year.

If, by the way, any one has been telling you that there is no more "devastated France," that the stricken villages have been rebuilt and the fields reclaimed, you may be assured that he has been misinformed. Much has been done, both by the French themselves and by benevolent organisations in England and America; but the work is still far from complete. Between Amiens and Chalons-sur-Marne, for example, by way of Lassigny, Compiegne and Soissons—to say nothing of Rheims which still suggests Pompeii—are villages and towns that are still mere heaps of ruin; vast fields, crossed and recrossed by trenches, torn by shell holes, webbed and tangled with barbed wire and grown up to weeds and bushes.

A little over seven years ago we drove over a part of this same road. These were happy villages then, the homes of contented people. The person who believes the statement that there is no longer a "devastated France" would need to see only one of them today—Lassigny, for instance, or Fismes, or Soissons with its miles of ruined streets and its deserted churches—to disabuse his mind of that idea. And these lie along a narrow strip of the field of devastation. We did not explore to see how far the ruin extended on either side: what we found along our line of travel was depressing enough.

The motorist returning to France finds its general aspects not greatly changed: except along the war front, scarcely changed at all. To the casual observer all is as before. Still, as the days passed, I detected, or thought I detected, some minor variation in certain remembered features.

Consider the matter of cigars: in the old days you could depend on getting exactly the same cigars, however good or bad they were, in any *Debit de Tabac*, whatever the size of own or crossroad village. It is not so today. In the big towns more latitude is allowed by the government, which controls the tobacco industry, and excursions among American brands have been made. This is all very well, but such places are few and far between, though certain of the French cigars will answer, when one has become properly inoculated with their peculiarities. The drawback today, is that one cannot find even these varieties at the smaller depots. Going into a little nestling village and calling for a luxurious "El Fenix" at sixty centimes (less than five cents) the motorist is offered a malevolent looking cheroot, the price of which is ten centimes, or about three quarters of a cent, at current rates of exchange. When he demands something more costly the gentle lady in charge looks surprised and shakes her head.

As to other differences noted, I may have been mistaken, but in certain districts I imagine the *vin ordinaire* to be a little less like wine, and a little more like vinegar, than formerly; the breakfast beverage a little less like coffee and a little more like some dark fearful drug. In the matter of wine I want to make an exception of Poitiers where the red table wine was mild and delicious. Poitiers lies in a beautiful picture land. Remembering it now, and its wine, it seems natural that Diana of that city

(Continued on Page 6)

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Motoring In The Pleasant Land Of France

(Continued from Page 5)

should have been beautiful, with the gift of unfading youth.

CENTER'S AT KIANGSU

I have mentioned that gasoline is higher, but the advance is not as great as it is in America above the price of that earlier day. In America (1913), we paid from thirteen to fifteen cents per gallon for it, and from fifty-five to sixty in France. Today the price in America has just about doubled, while in France the advance has not been greater than fifteen per cent—sixty-eight cents per gallon being the average price.

Just one thing more, which has to do with the report that the French today are unfriendly in their attitude towards Americans. I think such a report has very little foundation. I think it is about on a par with that other superstition, that there is no longer any devastated France. If the French people are unfriendly to the Americans, it must be in some circle to which we did not have access. Either that, or the feeling was very carefully concealed when we were about. At the hotels, in the garages, in editorial offices, among the shops, in financial institutions, at the custom houses, along the streets we failed to detect any suggestion of it.

I think it is likely enough that if an American of a certain pronounced type went to France and made an ostentatious display of his prosperity, or gave it out freely that America had won the war, he might be regarded with disapproval, and I think it is under similar circumstances that the reports mentioned have had their origin.

On the whole I am of the opinion that France has changed less than America if, indeed, it has fundamentally changed at all. The integral life which is France has solidified through centuries of doing always the same thing in the same way: of staying in one environment and following an inherited occupation; of marrying and mating in marriage within the limitations of class and material needs; of doing what it has always done, in fact, and it will take something more than a war, even a world-wrecking war, to upset it.

France adopts with reservations, certain innovations and new inventions, and she makes discoveries of her own. She will continue to do these things but they are decorations rather than a part of her veritable life, the life that is of her villages and vast rolling fields—the heart and soul of France, through all the centuries does not change.

Motorists Combine

Thirteen organisations in New Jersey, which are either interested in automobile touring or motor transportation, have banded together under the title of the Legislative Advisory Committee, to promote motor legislation. The main objects are to work for the approval by the people on the referendum of $40.-000,000 State road bond issue, and the study of the Motor Vehicle Law and Traffic act for the purpose of recommending to the Legislature any changes thought necessary.

The organisations represented are: Motor Truck Club of New Jersey, New Jersey Automobile and Motor Club, Newark Chamber of Commerce, Newark Expressmen's Association, New Jersey State Lumbermen's Association, Ironbound Manufacturers' Association, New Jersey Industrial Traffic League, Elizabeth Transportation Club, Cranford Businessmen's Association, Newark Traffic Club, Traffic Club of Jersey City, New Jersey Furniture Warehousemen's Association and the Jersey City Chamber of Comerce.

Joseph H. Wood of Newark was chosen Chairman, and Alfred D. Way, Secretary of the Motor Truck Club of New Jersey, Secretary.

OVERSIZED RINGS

Oversized rings cannot be fitted successfully in old and worn cylinders. The ends of the cylinders are practically round and unworn, as there is a short distance where the piston does not travel. New rings to be fitted to the cylinders must be made small enough to pass by unworn distances, and consequently fit loosely when they reach the worn part of the cylinders. Likewise cylinders badly worn are usually oval, to which rings cannot be fitted.

BUICK FIRST IN BATTLING SIERRA SNOWS

Four-Cylinder Model Makes Way Despite Bad Road Conditions

San Francisco—Smashing road records and doing seemingly impossible stunts has become a Buick habit. This spring the initial hazardous trip was made to Huntington lake, according to telegraphic information received from George S. Waterman, the Buick distributor in the San Joaquin valley district.

A 1922 stock car model of the four-cylinder Buick touring type was sent out of Fresno in charge of Ed Waterman, the well-known racing pilot of years gone by and the holder of many records with the Buick White Streak. After ten days of the most strenuous work and great hardships, the Buick managed to reach Huntington lake ahead of all other competitors.

It was a sort of free-for-all race to the summit of the Sierra, which were covered with the greatest depth of snow in history, and the competing cars had to battle through all sorts of snow-blocked roads and washed-out sections in order to top the different ranges of mountains which acted as a barrier to the goal they were fighting to reach.

Human endurance, as well as the dependability of the Buick motor, were put to the test in the climb to the Sierra summit. A blinding snow storm was one of the few unusual things that the crew and the car had to combat. Range after range of lofty mountains were scaled, all of which were covered by a mantle of snow, the winter's fall being the heaviest in more than ten years. This one thing will give some idea of what the intrepid pioneers had to fight against in order to drive the Buick first over the summit under its own power, in addition to the deep mud, washed-out roads and fallen trees.

Leaving Fresno, the first leg of the journey was comparatively easy, but from Cascada to Huntington the Buick crew were forced to wage a continual struggle inch by inch up the steep grade. It was a battle which lasted ten days. In order to reach Cascada the railroad ties had to be followed by the Buick, as the regular road was washed out in places and the ties of the San Joaquin and Eastern railroad offered the only possible avenue of escape from the dilemma.

From that point on until the top of the grade was reached the deepest snows in history for that region had to be bucked, and while the Buick and its daring crew were battling there was a blinding snow storm raging.

The reason that the new Buick four-cylinder model was used in this gruelling test run was to subject the car to as hard a test as possible in order to see how powerful was its engine and how substantially the car was constructed. Inasmuch as the car went through this terrific ordeal with such flying colors proves its worth, according to R. F. Thompson, general manager of the Howard Automoblie company here.

"The Buick four-cylinder car was subjected to one of the hardest and most trying mountain trips imaginable, and it not only defeated all other contenders, but it did it in such a sterling manner as to stamp it a worthy addition to the six-cylinder line of Buicks," writes George Waterman in a letter to Thompson, describing the ran to the top of the snow-bound Sierra.

"Knowing that last winter was the most severe one the mountaineers of the Huntington Lake region had ever encountered, the Watermans decided that any car that could buck its way through the snow drifts and the muddy roads, up the steep and treacherous grades to the highest range of mountains in that district, reaching an altitude in excess of 7,000 feet, was a regular automobile.

"Not only our Fresno distributors, but every Buick dealer is aware of what these little Buicks can do, and now the general public has had one more concrete example of the reliability of the four-cylinder model," remarked Thompson.

CRANK SHAFT KNOCK

A loose crank shaft bearing produces a rather heavy knock, or rather two knocks at close intervals during a revolution. In extreme cases the vibration caused by play in this bearing may be felt by the driver.

ONE CENT A DAY

One and one-tenth cents a day was the cost of the American highways to the individual man, woman and child in the U. S. last year, after deducting the amount paid by automobiles in license fees, according to Thomas H. MacDonald, chief of the United States Bureau of Public Roads.

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Hupmobile	5 Pass. Touring		(as good as new)
Buick 6	5 „	„	(model 1921)
Dodge	5 „	„	(used 5 months)
Chandler	5 „	„	(model 1920)
Cadillac	7 „	„	(model 1919)
Briscoe	5 „	„	(run 6,500 M.)
Overland	905 „	„	(in A.I. condi.)
Fiat (New Model)		„	(used 500 M.)
Renault	5 „	„	(model 1920)
Citroen	5 „	„	(model 1921)
Rover 12h.p.	5 „	„	(practically new)
Talbot „	„	„	(model 1920)

(ROADSTERS)

Jordan	Roadster	(model 1920)
Buick 6	do.	(model 1919)
Dodge	do.	(model 1920)
Scripps-Booth	do.	(overhauled new tyres)
Studebaker 4	do.	(model 1920)
Studebaker	(Special Six)	model 1921
Singer	do.	(in beautiful cond.)

(LIMOUSINES)

Paige	Limousine	(model 1920)
Buick 6	do.	(model 1920)
Dodge	do.	(model 1919)
Hupmobile	do.	(run 5,500 miles)
Studebaker 6	do.	(model 1920)
Dodge	Landaulet	(1920)

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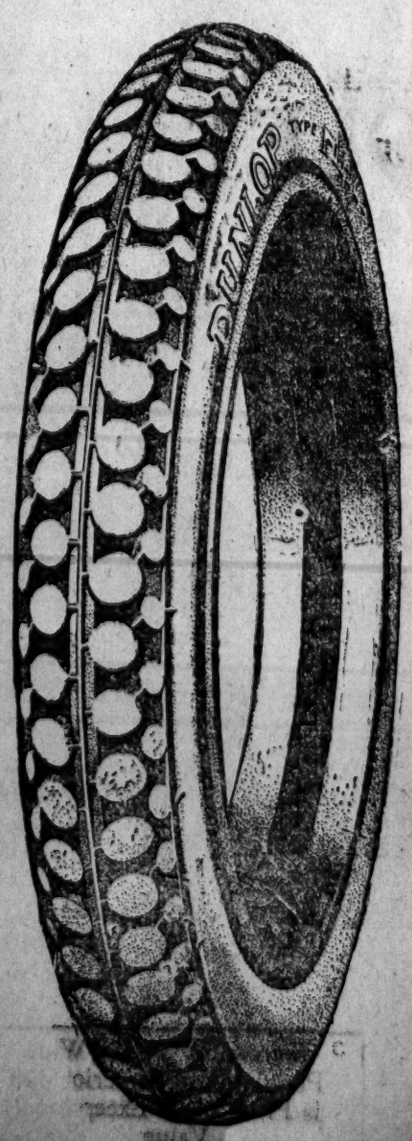

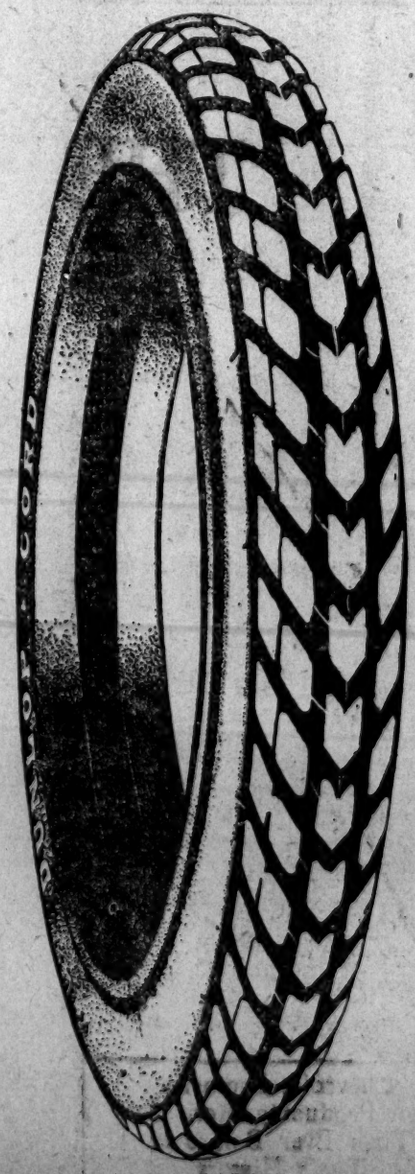

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troit Expert Tells Of Various Experiments Tried In That City

BY J. W. INCHES

aper read before the Highway Highway Transport Educa- meeting at Yale University.)

erhaps it is appropriate that epresentative of the city of roit should be asked to write ething of traffic problems of future, because to probabl other city on this continent the subject mean quite as h.

ue plan of the city and the that we have practically no irban towns give us a liarly acute situation. De- had its origin over 300 years around the site of a French tary camp, which is now an square in the center of the and still bears its original e, "Campus Martius." From camp military roads radiat- in various directions, and e roads now are great arte- of travel which converge to ngle center.

every other large city on continent, half the size of roit, thousands of people go heir homes at night on sub- n or commuter trains. Some s have subways and some ated railways. In Detroit e are no trains carrying peo- back to their homes in the ing, no subways, no elevat- and, as a consequence, the e commercial population of city must come to its work he morning and return home ight by street cars or vehicles he streets, with a resulting estion between four and six ck in the eveing that is ably not to be found else- re. Then, too, I believe it is that, being the automobile er of the world, where over ercent of all automobiles are e and where really the life the city depends upon the ess of the automobile in- ry, it is easier for the cies charged with the control raffic to secure the co-opera- of leading men and the ic generally to study the ic problems.

Wayne county, which is tically Detroit, we have 125,- registered automobiles, with ably 30,000 or 40,000 more inually coming and going adjacent cities. These ma- es travel on 1,500 miles of ets and 10,000 street inter- ions.

FFIC PROBLEM SERIOUS

o regulate and control the ement of these machines over territory with uniformed of- s is, of course, manifestly ossible, and the fact that re- tion must become more and e automatic as traffic conges- increases and the number of in relation to the problem mes smaller and smaller, is tantly becoming more evid-

n all large cities the situa- is the same—congestion in- ses—the problem of expedit- traffic and yet safeguarding public becomes a more serious and it is exceedingly op- une that there should be a e concerted study of traffic blems than at the present in individual police depart- ts and city administrations. me of the problems of the re, as we see them in Detroit, be grouped under four ds:

irst: The general control of ic by trained men who have alised on that subject.

econd: The education of the eral public concerning traffic ulations, safety first, precau- ary measures and the duties nly of drivers, but of pedes- ns.

hird: The enlargement, wher- possible, and the improve- t of the area available for ic.

ourth: The use of mechanical ces and signs, directing traffic keeping continually before drivers and pedestrians the rules of the road and traffic regulations.

TRAINED MEN NEEDED

The importance of traffic on our city streets has reached a point where it should be handled by a department composed of men giving their entire time and thought to that subject. If it is, it should be in a bureau entirely apart from ordinary police work. While the men who enforce traffic regulations upon the streets will probably always be a part of the regular police force, the study of traffic problems and the making of regulations should be carried on by men who are highly trained and specialise in that subject.

In Detroit, by a happy co-operation of various agencies, we have already secured the benefits of the services of such men. The Detroit Automobile Club, having 15,000 members, owners and drivers of their own cars, including the engineers and scientific men of all our automobile works, is today practically filling the place I feel should be filled by a regular department of the city government. Its board of directors, comprised of men prominent in the automotive world and other leading industries of the city, meets every week for an active discussion of the problems in which its members are interested.

Between this body and the police department a complete co-operation has existed for the past two years. Every ordinance and every important regulation that is proposed in the traffic bureau of the police department is submitted to it for consideration before adoption. In fact, many important regulations originate at its meetings. Being one of the directors of the club myself, I have come to regard its meetings as a weekly conference at which all traffic matters can be discussed. It will be seen, therefore, that we already have in Detroit the benefits that would accrue from a department of highly trained men.

I feel that, under the head of general education of the public, we are, in Detroit, well ahead of most of our sister cities.

The Detroit police department has a citizen's public safety organisation comprised of practically every useful agency that goes to make up an average city. It includes the police department, which has charge of all public safety campaigns, the Board of Education, the Detroit Automobile Club, the Recreation Commission, Detroit Safety Council, the Detroit fire department and upwards of 200 other important activities and organisations.

The sixth semi-annual campaign opened in Detroit recently, and continued for one week. In the police department we have a permanent accident prevention organisation which conducts a continuous campaign, the work of which the larger general organisation is intended to supplement and stimulate from time to time. The protection of Detroit's quarter million of children is the main object of these campaigns.

Over 25,000 people had an active part in the recent one, including 5,000 school teachers, 1,800 members of the police department, over 1,000 members of the fire department, the membership of the Detroit Automobile Club, hundreds engaged in individual safety work, comprising the Detroit Safety Council; clergy and teachers in the Detroit churches and Sunday schools; leading merchants; Boy Scouts, Campfire Girls and Girl Scouts, the Federation of Women's Clubs and individual women's clubs; fraternal organisations and various other groups, including business men's clubs.

The judges of the courts join with other city officials in addressing public meetings on this subject on numerous occasions, especially during an intensive drive.

In the campaign, over a million booklets and leaflets containing graphic pictures of accidents, warning notices, admonitions and instructions covering traffic laws and safety rules were distributed to homes, through the stores and the industrial plants.

In this way every resident of Detroit has placed before him or her personally some definite article containing a pronouncement against carelessness. Talks are scheduled for the week, including those given by 5,000 teachers in the public schools and 2,500 in the Catholic and other parochial schools, meetings are held in industrial plants, in Sunday schools, in practically all the departments of the city, and several hundred are held in the open air. Motion pictures of accidents taken in Detroit will be shown in many of the meetings.

A daily parade was held, composed of a police mounted escort, police band, processions of children carrying safety slogan banners, 25 wrecked automobiles, police and fire equipment and various other attractions. Hundreds of large signs are displayed in prominent points throughout the city, calling attention to the purpose of the campaign.

ACCIDENTS LESSEN

These are suspended over the streets and on bridges under which the drivers must pass, and in fact in such places that every person on the streets must see them. At first thought some may think that these methods of creating excitement appear a little on the small town order, but experience has taught us the value of them.

The actual periods of some of the campaigns have shown an almost entire freedom from accidents and they all are followed by a material reduction in loss of life and injury for a short time. There is no doubt that this work has materially aided in bringing about the improved records of the present year, which show that the number of fatal accidents has been reduced to 37 for the first four and one-half months of 1921, as compared with 85 for the same period of last year.

In the past six years over 1,000 persons have lost their lives in accidents upon the streets of Detroit, and we believe that by gradually educating the general public concerning the dangers of street traffic a much better record can be looked for.

The work that is being done in the public schools of Detroit is a part of this campaign and one that should be carried on in every city in the country. Certainly the work of educating the young to a realisation of the dangers that lurk on our streets, and of their own duties when they become drivers, should receive universal attention.

In the future the educational work and safety campaigns carried on in large cities should also be extended throughout the rural districts. The work in Detroit, as carried on by the Detroit Automobile Club, has been applied throughout the entire State of Michigan. In addition to the usual work, which it has done in placing directory signs and painted boards on telegraph poles on nearly 2,000 miles of country roads, it has conducted an annual tour covering from 1,700 to 2,000 miles each year.

This tour last year included in its personnel over 350 men well known in the life of Detroit, and a corps of both national and local speakers. It sets out over the roads of the state like a military organisation, carrying a band of music, canvas tents for large meetings and other features calculated to attract attention and create enthusiasm in rural districts and small towns.

Accompanying the tour last year was an officer detailed by the War Department and also one from the Canadian government. The benefits derived in the general education of the people of the state by these tours cannot be overestimated.

The Detroit Automobile Club maintains an extensive headquarters with 27 full-time, paid employes, including two men who continually tour the state reporting conditions. It has a legal department of four persons who, while spending most of their time looking after the interests of members whose machines have been in accidents or mishaps, keep in touch with and take part in the shaping of all proposed legislation.

At the opening of the recent session of the legislation, the club presented a list of 24 subjects of interest not only to motorists but to the general public as well. Most of these suggestions were put in the form of bills and passed by the legislature. On the other hand, a number of bills which were vicious, were opposed and defeated.

To the suggestion which might be put forward that a club composed of automobile drivers might in some cases favor legislation prejudical to the public good, it may be said that in the past two years in not a single instance has there been a difference between the decisions of the Detroit Automobile Club and the Detroit Police Department; and many important measures, such as the drivers licensing law and the certificate of title act are due to the work of the club.

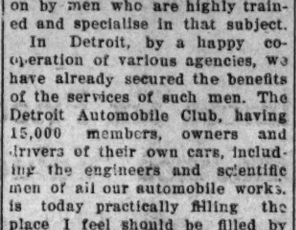
TRAFFIC AREAS

The enlargement and improvement of areas available for traffic must receive the attention of every large city, and sooner or later the difficult problem of street parking must be resolutely met. In Detroit we are, including the work already finished, under construction and planned for the future, widening 204 streets and opening 53 new ones.

Some of these widenings are of very important thoroughfares, necessitating the removal of millions of dollars' worth of buildings, the estimated cost of a proposed widening of Grand River avenue being around $5,000,000, with the widening of Randolph street, already in the courts, costing $3,000,000. In work of this nature the city proposes to expend, including the work it has already done, something over $25,000,000.

Under this head may also be considered the subject of grade separation for traffic purposes in cities. Detroit has just completed the construction of a grade separation for traffic purposes only at the crossing of Grand Boulevard and Jefferson avenue, and there is no doubt but that at very heavily congested crossings in many cities grade separation will accomplish much in facilitating traffic. The improvement resulting from the opening of this subway is so satisfactory that it

(Continued on Page 8)



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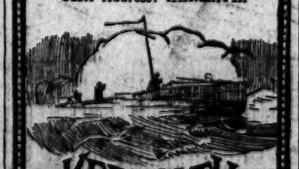

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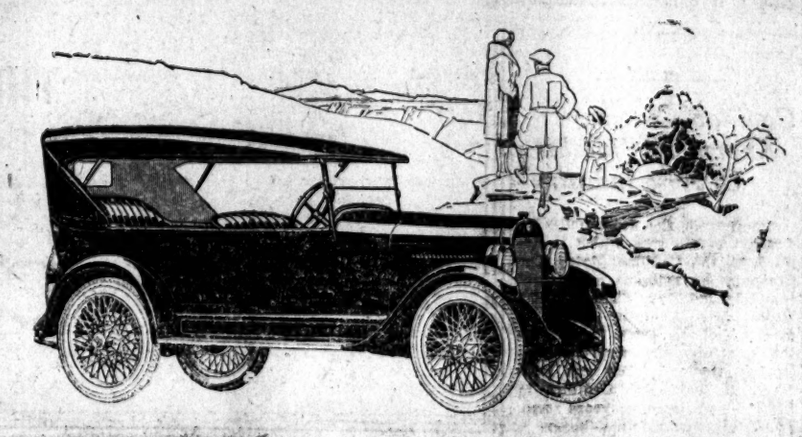

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Traffic Jobs Of Future Call For Trained Men

(Continued from Page 7)

merits more than passing mention.

The roadway of the subway is 36 ft. wide between curbs and has a five percent grade. This width provides for four lines of automobiles. It has a clear height of 12 ft. Each sidewalk has 11 ft. 6 in. clear width and an overhead clearance of 8 ft. 3 in. From these sidewalks ample stairways connect with the sidewalks above.

The roadway of Jefferson avenue is carried over the subway on cantilever, reinforced concrete beams, carried in turn by longitudinal girders supported on columns. A driveway sufficient to accommodate two rows of vehicles is left on either side of the subway on the boulevard, which provides plenty of room for all vehicles desiring to make either right or left hand turns in either direction at the intersection, thus providing for every form of movement usual at crossings.

The parking of automobiles upon city streets presents a problem which must sooner or later be resolutely met and the question definitely decided as to whether or not it is the duty of cities to provide a garage for automobile drivers.

In Detroit several years ago a proposal to prohibit parking except for very short periods on Woodward avenue (which is our principal business street) aroused such a storm of opposition that it had to be abandoned after a trial of a few days, with the consequence that there remained a solid line of machines on each side of the street from morning until night, which naturally compelled double parking by people who wished to enter stores upon that street.

Two years ago we carried on an investigation which showed that 75 percent of the machines which blocked the entrance to every store on the street were owned by business men and others whose places of occupation were on other streets in the financial district, where the streets are narrow, and in some cases five or six blocks away, and that these men parked their cars on Woodward avenue and other retail business streets at any time from 8 to 10 o'clock in the morning and left them there until they left their business in the afternoon; and yet the proposal to abridge that privilege had met with a storm of disapproval.

A year ago last December, facing the Christmas shopping rush, we put into force a no-parking ordinance and, in spite of opposition, maintained it, with the result that we received a testimonial, after the holidays were over, signed by every merchant on the street, thanking us for inaugurating the new regulations.

On the river front of our city and surrounding the approach to our island city park we, unfortunately, have our so-called Coney Island, or White Way. To this resort, every summer evening and on Sunday afternoons, come thousands of people in their machines, which are parked on the adjacent residential streets for several blocks in solid lines.

Part of this territory is occupied by many of the finer homes of the city, and the police department is in daily receipt of letters asking if there is no way in which a space can be provided through which a man can get, with his own automobile, to his own doorway.

It is practically impossible to handle this situation properly under present conditions, as there are no garage facilities in the vicinity and the people who park there are of a class who drive cheap machines and do not have chauffeurs. The argument is put forward that while the general public may have common rights with merchants on business streets that the owners of residences should, at least, have paramount rights on the streets occupied by them.

It has been suggested that the future may develop municipal garage facilities and the subject will probably receive serious consideration. At present private capital hesitates to invest in large downtown garages because machines are allowed to remain on most streets. If garage facilities, not free but for a proper fee, on a large scale, were provided by municipalities, it might provide a way to prohibit all parking on streets, and, if not a self-sustaining proposition, it might at least save a large amount of money that at present must be expended in the widening of streets.

PICKING OUT VIOLATORS

In our efforts to enforce parking regulations various solutions have been tried. We maintain a large automobile pound to which many vehicles found improperly parked are towed and the owner or driver, on claiming his machine, must pay $1 for the first offense, $3 for the second and $5 for each subsequent offense.

Supplementing this system and avoiding the trouble and anxiety which was caused to many by finding their machines gone and, in their minds, probably stolen, we have devised a system of attaching a tag to the machine in all parking violations except where the machine is parked in such a manner as to restrict traffic.

These tags direct the owner or driver to appear at the traffic department within 48 hours and pay the same fee as if their machine had been towed to the pound. He is notified on the tag that if he does not appear within 48 hours a complaint will be made against him in court. The stub of the tag which the police officer turns in to headquarters gives the license number of the car, its make and the nature of the violation.

In four months we have attached to cars 12,034 of these tags, resulting in the collection of $15,038 in fees, in addition to the fines imposed in 1,612 cases taken into court.

While these and other improvements have accomplished much good, the parking problem remains a most serious one and some further solution of it must be found.

Of course, under this head there will be many problems concerning special traffic streets for one-way traffic, for light or heavy work, for passenger or commercial vehicles, special hours for delivery and other such divisions. We are already constructing pavements with a view to the class of traffic they will carry.

Elevated sidewalks or separate levels for different classes of traffic on business streets are still far in the future. That they will come, and that we will look back upon our present methods of mixing up passenger and freight traffic, slow and fast moving vehicles or those going longer distances with local traffic as being archaic, there is no doubt.

The use of mechanical devices and signs for the direction of traffic has steadily increased and the end is not yet. Perhaps the most notable single improvement which has been tried out in Detroit in the past year has been the so-called block system, by which "stop" and "go" signals are synchronised over long distances, and a uniform and much speedier movement of traffic is secured.

Although Detroit was probably the first city in America to use the semaphore tower at street intersections, New York City was the first to add a system of lights by which signals could be synchronised for long distances. When the adoption of this system in Detroit was first proposed, it was seriously questioned whether or not it could be operated successfully on a street having a very heavy street car traffic, but a try-out of several months has given very happy results.

SIGNAL BOXES

Detroit has already improved upon the New York system and now, in addition to the signal towers located a number of blocks apart, there are suspended at every intersection between these towers signal boxes which are controlled by current from the larger towers and which show the same lights, not only to nearby drivers on the same street who may not be able to see the signal towers, but also to drivers approaching on all cross streets.

As an additional aid to drivers, and especially to pedestrians, a small alarm bell at every intersection rings as the light announcing a change of signals is displayed.

The use of some system of this kind, I believe, will become quite general on important thoroughfares carrying heavy traffic.

The use of street signs, which a short time ago was confined to a few types of iron standards, has in Detroit been increased to an almost endless variety, not only of iron standard signs, but of markings and signals on pavements, side walks, telephone, telegraph and trolley poles, and in fact almost in every direction where they will catch the eye of the driver or pedestrian.

Broad streets and boulevards are marked with wide painted white stripes which designate the space into which drivers should go when desiring to make a right hand turn at the intersection, go straight ahead or make a left hand turn. Curves on streets are given a wide white stripe showing the center of the pavement around the curve.

Speed limits, warning signals and various other inscriptions with arrows pointing the directions which traffic should take at certain points and many other devices are painted on asphalt pavements.

Illuminated standards with flashlights are placed at certain intersections to enforce rotary traffic, and various other devices, such as the ordinary or illuminated disks, are placed at intersections which, while not interfering with straight-away traffic, serve the purpose of compelling the driver to go to the center of the intersection and slow up when making turns.

The construction of raised safety zones to protect people getting on and off street cars has given satisfactory results, as have experiments with safety isles in the center of wide crossings, and their use will undoubtedly become more general in the future.

One elevated safety zone on Woodward avenue, extending almost the length of the block from the Campus Martius to Gratiot avenue, has handled ten thousand people every weekday for a year between the hours of 4:30 and 6:00 p.m. without a single accident. This platform is 216 feet long, 5 feet wide and 7½ inches high, and has never given evidence of restricting traffic in any way. Many people use this zone rather than go to more convenient safety zones which are not elevated.

THE ACCIDENT BUREAU

Among progressive steps that we have taken in Detroit and which, I think, will play a part in the future problems of traffic should be mentioned an accident investigation bureau which was established a year ago. It is comprised of 20 trained investigators under the direction of two lieutenants of the detective bureau.

These men thoroughly investigate all traffic accidents, giving special attention to those in which any person is killed or injured. When evidence of carelessness on the part of the operator of a vehicle is discovered, he is taken to court on a suitable charge. The officers proceed in these cases the same as is done in connection with criminal matters.

Formerly only the accidents witnessed by police officers were taken to court, excepting those in which the victim was killed. The result was that about 95 percent of street traffic accidents were settled out of court, chiefly by accident insurance companies.

Since this bureau began to function, public welfare has been regarded as being paramount to the private interests of the individuals and the police department disregards the civil phase of such cases and prosecutes the case entirely from a standpoint of the best interests of the public.

Formerly these cases were assigned to detectives and other police officers who were already busy working on criminal cases and other general duties. It was found necessary to assign men to perform this specific work, devoting their whole time to it. The result has been that so far this year over 250 persons have been convicted in court who, under the former method of procedure, would merely have referred the matter to the insurance companies.

HEADLIGHTS TESTERS

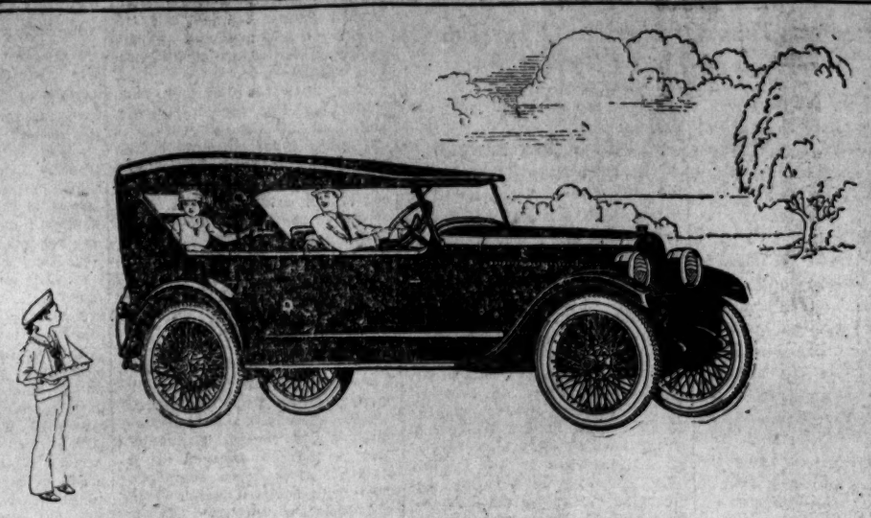
A complete light laboratory, housed in a building 125 ft. long by 40 ft. wide, has been established, in which the public is given free service in the testing and adjusting of headlights and dimmers in accordance with the ordinances of the city.

To sum up, I would include among the future problems of traffic: a department in both state and large city governments of specialised men who have been trained for their work; the maintenance by such a department of a continued campaign of education in large cities, which will be supplemented by the work of a powerful organisation, either city or state, not only supporting the city government, but extending its propaganda to rural communities, creating such public sentiment as will secure proper legislation in traffic regulation and road construction; the widening of streets or other enlargement of the space available for traffic, and some solution of the park problem; and the further development of street devices which will in any way facilitate traffic or assist in its automatic regulation.

Along these lines, a progressive city or state government should accomplish much.

Cadillac Company Known As "Mother Of Auto Industry"

"Mother of the Automobile Industry" is the title which is applied to the Cadillac Motor Car Company by veterans of the automobile industry. The Cadillac Motor Car Company traces its origin back to 1899, for it was the company organised in Detroit in that year that was later given the name of Cadillac, in 1902—just twenty years ago. Thus this organisation boasts a continuous, steady growth of twenty-three years.



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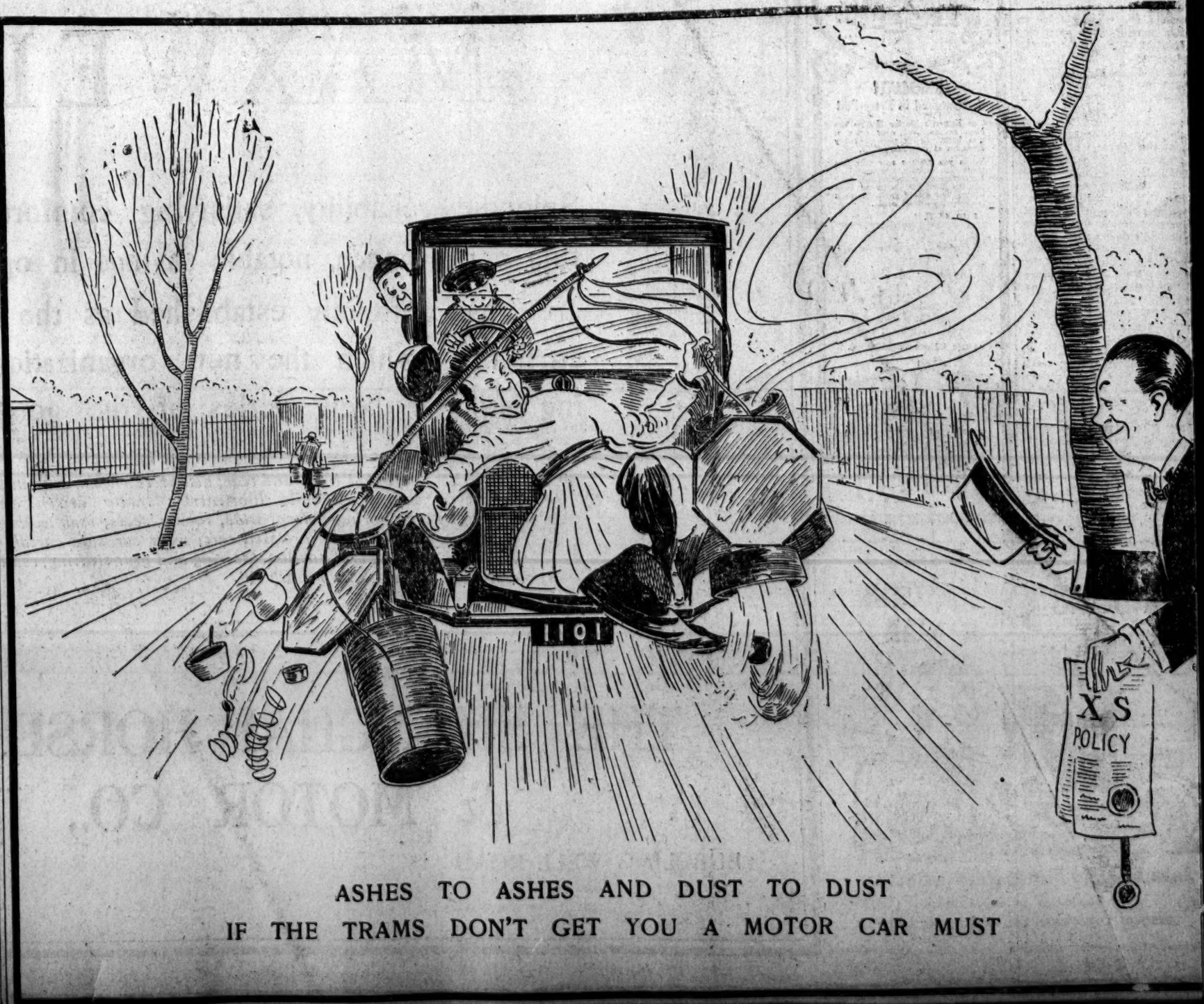

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China Press Sports

SHANGHAI, SUNDAY, JUNE 11, 1922

RECS. BEAT CLUB ELEVEN BY FOUR WICKETS, 1 RUN

Ollerdessen Knocks Out 125 Runs In His Very Best Style

'TWAS HIS VERY BEST

Barrett; Leach Also Scored High For Club Wilson Bowled Well

The Recs 1st XI played the Shanghai Cricket 1st XI on the former's ground yesterday afternoon and succeeded in beating them just before the light went by 4 wickets and 1 run. This was a great achievement on the part of the Recs, who were indebted to H. B. Ollerdessen for their fine win.

This batsman played a flawless innings and succeeded in scoring 125 runs in his best style. Critics remarked that this was the best innings that Harry Ollerdesson has ever played. Apart from the fact that he gave no chances his drives were always good, his hitting at times being brilliant. Capt. E. I. M. Barrett and Leach scored 71 and 75 respectively both playing very well indeed Barrett's liking of fast balls being specially noticible. One of the most useful innings of the afternoon was that of Andrew Clarke who partnered Ollerdessen for 101 runs a record on the Recs ground for ages. He scored a solid 57 being eventually bowled by Allison.

Torry Wilsons bowling was excellent his average being 7 for 51 in 20 overs, his average for the first 5 overs being 1 wicket for 2 runs and 3 maidens.

Wainwright and Barrett had a partnership of 68 runs in 30 minutes. Though stumps should have been drawn at 6:30 the Cricket Club allowed the game to be played to a definite result, otherwise the game would have been drawn. Mention must be made of Brook's keeping, only 2 byes being registered against him.

S. C. C. 1ST VI

W. H. Moule, b. Wilson, T. R. W.	1
H. Middleton, c. Wilson, b. Ollerdessen, C. E.	19
W. R. Cockburn, b. Wilson	5
E. I. M. Barrett, b. Wilson	71
F. L. Wainwright, b. Wilson	27
D. W. Leach, b. Wilson	75
A. E. Lanning, c. Ollerdessen, b. Wilson	0
G. M. Billings, c. Clark, b. Wilson	0
C. Brook, b. Wilson	6
H. W. Allison, not out	18
W. E. O'Hara, b. Bhoora	0
Extras	4
Total	226

Bowling Analysis

	O.	M.	R.	W.
T. W. R. Wilson	20	6	51	7
C. E. Ollerdessen	7	1	56	1
C. Bhoora	6	0	32	1
W. E. Wilson	7	0	45	1
W. G. C. Clifford	6	0	38	0

RECS 1ST XI

C. H. Bhoora, b. O'Hara	10
H. B. Ollerdessen, b. Allison	125
W. G. C. Clifford, b. Billings	10
Rev. C. E. Spencer, c. Brook, b. Cockburn	0
A. J. Clark, b. Cockburn	57
F. C. H. Ollerdessen, st. Brook, b. Allison	10
W. E. Wilson, b. Allison	6
T. W. R. Wilson, did not bat	
F. G. Renwick, "	
A. H. Leslie, "	
C. E. Ollerdessen, "	
Extras	2
Total	227

Bowling Analysis

	O.	M.	R.	W.
O'Hara	8	1	38	1
Allison	14	2	47	3
Billings	10	0	57	1
Cockburn	12.1	1	50	2
Wainwright	3	0	22	0
Leach	3	0	11	0

Band Concert

The following program will, weather permitting, be played in the Public Garden tomorrow, beginning at 5:30 p.m.

1.—March "The Boys Scouts of America" ..... Sousa
2.—Overture "La Poupee de Nuremberg" ..... Adam
3.—Waltz "Hawaiian Moonlight" ..... Klickmann
4.—Selection "By the Mississippi" ..... Knowles
5.—(a) One Step "Sunshine" Cobb
(b) Fox Trot "The Ghost of the Ukulele" ..... Smith
6.—Selection "The Evolution of Dixie" ..... Lake

A DE KRYGER,

Bob Legendre Wins Leap At Pennsylvania Replay

BOB Legendre, of Georgetown University, here is shown making his winning leap in the broad jump event of the Pentathlon championship at the Pennsylvania Relay Carnival, Philadelphia Legendre won the Pentathlon, finishing first in the running broad jump, javelin throw and 200-meter run. He was third in the 1,500-meter run.

Lawn Bowls Draw

The draw for the Shanghai Lawn Bowls Association Championship (singles, pairs and rinks) is as follows:—

SINGLES

Byes, 2nd round—G. L. Campbell v. J. M. Robertson; A. Eek v. D. M. Graham; T. Veith v. C. Richards.

First round—J. Grieve v. G. H. Ackerman; W. A. Turnbull v. A. Samson; E. M. Smith v. A. D. Bell; J. S. McGavin v. T. Spring; H. F. Landers v. J. Keefe; J. R. Milligan v. J. E. Wheeler; S. M. Wallace v. A. Spiers; J. C. Macdougall v. T. Harborne; G. Borras v. M. Gibson; J. A. Anderson v. B. Anderton; P. M. Scott v. G. B. Stormes; G. Manwaring v. S. Marks; H. Veitch v. J. Munro; G. Dunlop v. N. W. Peach; G. M. Boyes v. T. E. Poignand; C. Houghton v. A. A. Malcolm; F. Ferrier v. J. M. Smith; J. Breen v. R. Dorrance; R. P. Phillips v. G. Johnston; O. Crewe Read v. C. Thompson.

Byes, 2nd round—T. E. Truman v. G. McMurdo; J. R. Tweedlie v. R. Peden; A. Macgregor v. F. Lloyd.

Game—21 points.

PAIRS CHAMPIONSHIP

Byes, 2nd round—A. McLeod and T. Wade v. C. P. Dawson and J. W. Mennell; P. Ephgrave and P. B. Critchley v. W. L. Gerrard and A. Habecost; F. Large and J. Irvine v. G. H. Hall and A. Mackintosh; J. Keefe and R. Picozzi v. H. G. Wright and J. M. Robertson; R. J. Brand and T. Main v. W. Gater and J. Munro; W. A. Turnbull and P. M. Scott v. S. Marks and J. Wheeler or J. R. Milligan and J. Ross Young.

First round—S. Marks and J. Wheeler v. J. R. Milligan and J. Ross Young; A. Jessiman and C. G. Oakes v. E. M. Smith and G. B. Stormes; W. R. Kinipple and W. S. Featherstonhaugh v. M. B. Anderson and D. Ramsay; D. McAlister and C. Richard v. G. L. Campbell and D. Macdonald; R. J. Phillips and C. Thompson v. H. Veitch and T. Veitch; G. Johnston and J. Grive v. J. S. McGavin and A. Samson; J. Park and D. M. Graham v. G. Dunlop and R. Simmons; T. Spring and J. Brewer v. A. J. Brown and S. Wallace; G. McMurdo and F. Ferrier v. J. Breen and H. F. Landers.

Byes, 2nd round—A. W. McCallum and T. Harborne v. G. H. Ackerman and T. Poignand; R. Dorrance and T. Mason v. O. Crewe Read and J. C. Macdougall; A. D. Bell and D. Mennie v. J. R. Tweedlie and J. M. Smith; G. Borras and S. C. Young v. G. Wood and C. Houghton; F. Lloyd and J. E. Wilson v. A. A. Malcolm and A. M. McGregor; A. Cheetham

(Continued on Page 2)

SPORT AND STAGE

BY DOMINO

The Dinner Parly

Hello! Hello! Is that 9683?
Is that you dear?—Oh, this is Mrs. B.
We want to know if you and Mr. A,
Will dine with us—pot luck—on Saturday?
We're going to the theater after that
To see the latest Lit "The Upstair's Flat."
It starts at nine-fifteen—we dine at eight,
So make an effort dear and don't be late."
"Why yes, we'd love to come, its just sublime,
Of course my dear, we're sure to be in time."

* * *

Saturday Morn.

"Remember dear we dine with Mrs. B.
Tonight." "O.K. Just leave the rest to me.
You're playing bridge so watch the bally clock,
Don't get there late or they will have a shock."
"You're playing cricket? when the game is done
Cut out the talking and make a *home run*.

* * *

Tempus Fugit

The day's work o'er, a Q.C. at the bar;
Then home to tiffin in the motor car.
Into his flannels for the cricket game,
Hoping to place a hundred 'gainst his name.
Wife in her splendour sallies forth to play
Bridge—or at Mah Jongg to wile the hours away.
Now watch the clock and see the hands go round!
5—6 and 7. Late home, I'll be bound.
Cricket is over. Just a little chat
Telling the next chap how he ought to bat.
Fighting the contest ball by ball again,
Telling how Harry hit with might and main.
Or maybe at the bar his hearty laugh
Rings out as someone shouts "the other half."
Next change the scene and watch the *"mississee"*
Dealing the cards with marked ability.
Gaze on her beauty, note she has the hump.
Partner has played the ace upon her trump.
Still watch the clock—it's seven-thirty now.
To get home—dress—some minutes they allow.

* * *

Tempus Still Fugitting

Both home. "Now where the Devil is my tie?"
"Jack, hook me up the back?—"Oh, by and by."
"Jack, be a dear." He gives a bear-like grunt
"Why don't you wear the beastly things in front."
It's eight-fifteen! "Is it full evening dress?
Gee-wizz it's hot! My collar's in a mess."
The wife tries on one dress—it doesn't suit—
The hubby says "My dear you do look cute."
"One minute Jack. Let's put away this stuff
And see if you can find my powder puff."
Eight-forty five! They reach the house at nine
Where they were asked at eight o'clock to dine.
"My dear, I'm sorry, are we really late?"
"Oh no, sweet thing, the theater folk can wait."

* * *

The Dinner

"Oh, this is Mr. Who" "How do you do?"
"And this is Mr. Drew"—a motley crew—
"Boys bring the cocktails." "Say, but this is good,
This alcohol oldthing, don't come from wood."
"Do have another. Now my merry troupe
Gather your partners. Boy has served the soup."
The soup gives way to This and This to That.
"Oh, thanks if that is mine—a little fat.
The liquids come, and come, and come again,
Some whiskey, claret, everyone champagne.
But watch the clock! They've reached the coffee stage,
It's ten p.m. and hubby's in a rage,
He daren't show his guests, or e'en his wife,
For fear tomorrow will bring further strife.
The ladies leave. Liquors are handed round
The stories circulate to laughter's sound,
The clock ticks on and everyone's agreed
That Mrs. B puts up a tip-top feed.

* * *

"Ring Up!"

At last there is a move. Away they go
To see what's left of quite the latest show.
The party all arrive right merrily
To see the curtain rise upon *Act Three.*
Then when the play is over there's a rush,
That Mr. Pett would call a "dang'rous crush."
If fire broke out, good night! —but maskee that.
He's gone away—so everyone sit pat.
The house is cleared. Some homeward wend their way.
Some don't. But that is quite another lay.
Some to the cafe—Lots of them about—
To dance around until the Sun comes out.
Then motor cars arrive—all home to bed
To sleep awhile. To wake up with a head.
Such is our trivial round, after our task.
These fleeting joys are all we need or ask.
The moral of my story I relate—

* * *

Just watch the clock and see you're always late.

Yorkshire And Surrey Lead In County Cricket

(Reuter's Service)

London, June 9.—At Manchester Kent beat Lancashire on the first innings. For Kent Collins scored 108 and Hurst 124 in the first innings and for the Lancastrians E. Tyldesley scored 166 in the first innings.

At Birmingham Yorkshire beat Warwickshire by an innings and 152 runs. Yorkshire Holmes scored 209 and Oldroyd 188 not out. Rhodes (Yorkshire) took 9 wickets for 59 runs.

At Leicester Surrey beat Leicestershire by six wickets. In Surrey's first innings Houss made 145. For Leicestershire Mounteney made 131 not out in the second innings.

At Taunton Somerset beat Derbyshire by 55 runs. Morton (Derbyshire) took 12 wickets for 108.

At Swansea Northamptonshire beat Glamorgan by 108 rungs. For Northamptonshire Denton in the second innings scored 130 not out and in Glamorgan's second innings Bates scored 117 not out.

At Lord's the M. C. C. beat Scotland by an innings and 83 runs. For the M. C. C. Russell scored 138, thus being the first man to complete his 1,000 runs this season, Titchmarsh 139 and Carr 135. For Scotland Fergusan made 108 not out in the first innings.

COUNTY CHAMPIONSHIP POSITIONS.

	Pld	Won	Lost	1st inning Won	Lost	Poss	Pts	Ponto
Yorkshire	8	7	0	0	1	40	35	87.50
Surrey	8	7	1	0	0	40	35	87.50
Lancashire	9	7	1	0	1	45	35	76.66
Middlesex	7	5	1	0	1	35	25	71.42
Notts	7	5	2	0	0	35	25	71.42
Hampshire	7	4	3	0	0	35	20	57.14
Kent	5	2	0	2	1	25	14	56.00
Suzzex	9	5	4	0	0	45	25	55.55
Essex	7	2	1	3	1	35	13	42.85
Warwickshire	7	3	4	0	0	35	15	42.85
Gloucestershire	7	2	5	0	0	35	10	28.57
Somerset	8	1	5	2	0	40	9	22.50
Leicestershire	7	1	5	1	0	35	7	20.00
Northamptonshire	6	1	5	0	0	30	5	16.66
Derbyshire	7	1	6	0	0	35	5	14.28
Worcestershire	8	1	7	0	0	40	5	12.50
Glamorgan	7	0	7	0	0	35	0	00.00

BOXING CLUB MEETS; LAUD SECY. PARKES

Annual Dinner Held At Astor House; Col. Johnson Is Speaker

NEW GYMNASIUM PLANS

Instructor Urges Boy Boxers To "Stick To It" If They Seek Success

Members of the Shanghai Amateur Boxing Club met at the Astor House last night for the annual dinner of the club, a festive occasion which not only revived memories of the club's activities during the past year but developed hopes for even greater things in the year to come.

Col. R. Marr-Johnson, commandant of the S.V.C. and honorary president of the club, delighted those present with a series of reminiscenses and prospects for the new gymnasium.

"The modern craze," said Col. Johnson, "is toward jazz, but in spite of this craze, there is plenty of time for boxing, and I hope for a better attendance at our next dinner."

Mr. G. E. Matthews, Hon Treasurer, who followed Co., Johnson, complimented Secretary and Instructor G. H. Parkes who, Mr. Matthews said, had been largely responsible for building up the club.

Mr. Parkes, in responding to the toast which was proposed to him, said that if there were no Shanghai Public School boys, there would be no boxing club.

"Mr. Lewellyn Jones," Mr. Parkes continued, "has been the moving factor in boxing in Shanghai. He is one of the founders of the club, always supporting the boys."

Mr. Parkes then reviewed the tournaments of the season. The competitions with the British Cruiser, Carlisle, in which the local club won five out of six matches, and also the tourneys with H. M. S. Titania, in which the S. V. C. won three out of three.

Referring to his early career in the boxing game in England, Mr. Parkes told of the time when he was the runner-up for the championship in the lightweight division. He said that he had earned his place by sticking to it, and asked the boy boxers to "stick to it" as he did in spite of innumerable defeats and setbacks in order to achieve the ultimate win.

Mr. George T. Lloyd, responding to a call from the toastmaster, declared that he rejoiced in the record of the Shanghai Boxing Club and particularly complimented Mr. Parkes in the success which he had achieved in his work here.

Mr. Percy Fowler likewise expressed a great appreciation for the boys who are learning boxing under the tuteleage of Mr. Parkes and declared that he stood ready to offer cups for any class at any time.

Leonard Meets Britton Jun. 26

New York, June 9.—Benny Leonard, lightweight champion of the world, and Jack Britton, middleweight title holder, will fight at the Velodrome on June 26, Tex Rickard, the noted fight promoter, announced today. The two scrappers have signed articles.

The bout had been tentatively arranged for June 23 but negotiations were broken off after both fighters had demanded what Rickard termed "an exhorbitant purse." Renewal of negotiations resulted in selecting Monday night, June 26, as the date for the championship bout.

Standings In The Big Leagues

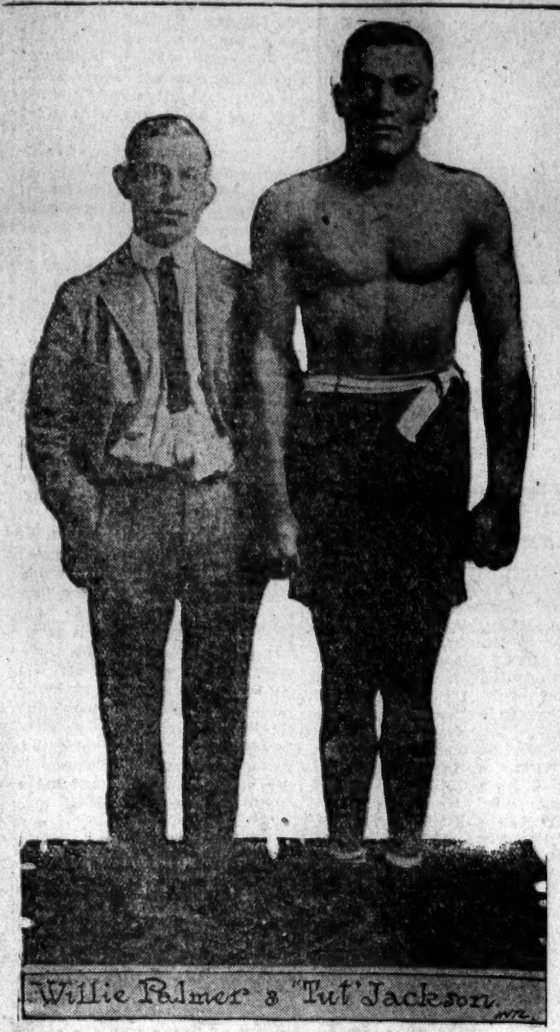
NATIONAL LEAGUE

	W.	L.	Pct.
New York	25	13	.657
Pittsburgh	22	15	.594
St. Louis	22	18	.550
Cincinnati	23	20	.534
Brooklyn	20	20	.500
Chicago	17	21	.457
Boston	12	23	.357
Philadelphia	13	25	.342

AMERICAN LEAGUE

	W.	L.	Pct.
New York	27	16	.627
St. Louis	23	16	.589
Cleveland	20	21	.487
Detroit	19	20	.487
Boston	18	19	.486
Philadelphia	17	19	.472
Washington	20	23	.465
Chicago	14	24	.368

Négro Heavyweight Wants Bout With Harry Wills



HOW come dis heah Mistah Wills to say he am de greates" of us 'dahk fightahs—how come?"

"Tut" Jackson, negro heavyweight, of Washington Court House, Ohio, is speaking. In thirty-eight fights he has won thirty-five by knockouts and three on fouls. He is twenty, weighs 215 pounds and is 6 feet 2 inches tall. Jackson is said to have the largest feet and hands in the world. Willie Palmer is his manager.

S. C. C. 2NDS BEAT RECS. XI BY 6 AND 87

The Shanghai Cricket Club 2nd XI. beat the Recs 2nd XI by 6 wickets and 87 runs on the S. C. C. grounds yesterday. Hendrikson was top scorer of both teams with 49 runs, all the C. C. batsmen got into double figures Hansell being not out 48. Roberts bowling was a great success taking 8 wickets for 30 runs in 11 overs. The Recs bowling after the first few overs fell to pieces and with 2 hours to make 156 runs the Cricket Club had an easy task.

It is pleasing to note that the Recs can put in a 2nd XI which is strong enough to give a good game to any scratch XI the S. C. C. can put up.

RECS, 2ND

Hendrikson, b. Hansell	49
Bricrley, b. Roberts	23
Brandt, b. Roberts	0
Cooper, b. Roberts	19
Cook, b. Roberts	4
Biggs, b. Roberts	0
Sherington, st. Barnes, b. Roberts	4
Mahon, b. Roberts	0
Jensen, b. Foster	2
G. E. Brokett, c. Westwood, b. Roberts	29
J. A. Brokett, not out	13
Extras	12
Total	155

Bowling Analysis

	O	M	R	W
Hansell	10 —		48	1
Foster	10 —		64	1
Roberts	11	1	30	8
Westwood	1 —		1 —	

S. C. C. 2ND

G. F. H. Bichard, b. Hendrikson	11
R. D. Bell, b. Hendrikson	15
R. W. Roberts, b. Jensen	37
J. H. Smart, b. Jensen	40
J. A. Foster, b. Cooper	33
W. N. Hansell, not out	48
E. G. Norman, not out	43
J. R. Harder, E. Westwood, R. E. Sassoon and E. G. Barnes, (did not bat).	
Extras	15
Total	242

Bowling Analysis

	O	M	R	W
Hendrikson	11	2	44	2
Cooper	13	2	66	1
Brieley	2	0	18	0
Jensen	10 —		54	2
Cook	5 —		32 —	
Brandt	2 —		13 —	

POLICE LOSE TO PARSEES XI 116 RUNS TO 80

The Police played the Parsees yesterday afternoon on the Parsee ground and were beaten by 36 runs, scoring only 80 to their opponents 116. The bowling of Sale of the Police was specially good taking 6 wickets for 47. Isaacs was also good in the field taking 3 wickets for 28 runs and catching 3 catches. Watson's effort was worthy of mention being the only Police scorer to offer any serious resistance.

Mavalwall scoring 44 for the Parsees played the highest innings of the match, Shroff who went in first scoring played the better game. Divecha and Shroff divided the bowling honors.

PARSEES

Khambara, b. Isaacs	0
Shroff, c. Isaacs, b. Sale	17
Damkhanavala, b. Isaacs	0
Divecha, c. Treacher, b. Sale	2
Damri, c. Isaacs, b. Sale	6
Forbes, c. Treacher, b. Sale	2
Sarkari, c. Isaacs, b. Sale	13
Mavalwall, c. Carnell, b. Sale	44
Karanjia, b. Isaacs	13
Naria, not out	7
Kavrana, not out	—
Extras	12
Total	116

Bowling Analysis

	O	M	R	W
Isaacs	9.1	2	28	3
Sale	11	2	47	6
Treacher	4	0	16	0
Pridmore	2	0	14	0

POLICE

Treacher, l.b.w., Shroff	13
Doyle, b. Shroff	10
Watson, b. Divecha	35
Isaacs, c. and b. Divecha	0
Sale, b. Divecha	0
Gabbutt, b. Shroff	7
McDonald, b. Divecha	6
Carnell, not o'ut	3
Pridmore, b. Divecha	0
Perkins, b. Divecha	0
Webb, b. Mavalwall	0
Extras	3
Total	80

Bowling Analysis

	O	M	R	W
Divecha	9	0	28	6
Shroff	7	0	41	3
Mavalwall	2	0	5	1

JAMES DUNN DIES

(China Press Service)

Chicago, June 9.—James C. Dunn, president and chief owner of the Cleveland American baseball club died after a long illness with hearts trouble and complications.

S'HAI LOSES TO NAVY NINE 3 RUNS TO 4

Locals' Big League Pitcher Loses To Sailor Hurler

LACK OF HITS DID IT

Shanghai Got Not More Than One Bingle In Each Inning

A big league pitcher Harry Kingman, formerly of the New York Yanks, who pitched for Shanghai yesterday afternoon against a Filipino, one Lew Placencia of the 38th Destroyer division, suffered a narrow defeat on many errors, some of which were his own, and on his team mates' failure at bat. Shanghai failed to get more than one hit per inning. Their two homers and an opposing error gave them their sole scores. The final score was Shanghai 3 runs to four for the 58th Division of the Destroyer division.

The Navy men got a big start in the third inning with three singles and a homer for a total of three runs. Only a sharp peg from Hopkins in right field to third base choked off the fourth tally. The fourth run came after two strike-outs when J. Placencia singled through third and went around on two errors and an out.

Shanghai started its tallying with Smith's homer in the third. It was a drive to center which bounced over the gardener's head, far toward the Lawn Bowls club. A ninth inning rally started with Smith's pop fly Lipsinsky which was cleanly muffed, and followed by Kingman's homer through the alley-way in left field between the golf club and the swimming club, well onto the cricket field, gave two runs more. Kingman's hit was one of the longest ever seen in Shanghai.

There were many errors and common bone heads throughout the nine innings of play which perhaps may better not be mentioned. Shanghai might have won the game by perfect or wise playing, or, with a better break of baseball luck. A good instance of luck and breaks came in the rallying ninth when Well drove a terrific drive to left field and Nash, after a wild run barely pulled it down for an out. The incident was followed by Kingman's homer, which might have scored the winning run. It was another case of Shanghai being on the short end of the breaks.

The score follows:

Shanghai	AB	R	H	PO	A	E
Maloney 3B	4	0	0	1	3	0
Bills SS	4	0	0	2	3	0
Wood 1B	4	0	0	10	0	1
Scott LF	3	0	0	2	0	0
Hopkins RF	4	0	3	0	1	0
Holliday 2B	4	0	0	1	2	1
S. F. Smith CF	3	2	1	0	0	0
Wall C	4	0	1	9	1	1
Kingman P	4	1	1	2	7	2
x—Wynn	1	0	0	0	0	0
Totals	36	3	6	27	18	5

38th Div'n	AB	R	H	PO	A	E
J. Placencia 2B	4	2	3	1	5	0
Baxley 1B	3	1	1	19	0	2
Lipsinsky 3B	3	0	0	0	2	1
Barnhill C	4	0	0	3	3	0
Petracek CF	4	0	1	0	0	0
Bosseck SS	4	0	0	1	2	1
Nash LF	4	0	0	3	0	0
Maybee RF	4	0	1	0	0	0
L. Placencia P	3	1	1	1	3	0
Totals	32	4	7	27	15	4

By innings—
Shanghai,
Runs, 0 0 1 0 0 0 0 0 2—3
Hits, 0 0 1 1 0 1 1 1 1—6
38th Division,
Runs, 0 0 3 0 1 0 0 0 0—4
Hits, 1 0 4 0 1 1 0 0 0—7

Summary. Earned runs—Shanghai 2, Navy 3. First base on errors—Shanghai 3, Navy 3. Left on base—Shanghai 8, Navy 4. Two base hit—Hopkins 2. Home runs—Smith, Kingman, Baxley. Struck out—By Kingman 8, by Placencia, 5. Base on balls—off Kingman 1—off Placenia 2. Wild pitch—Placencia. Umpires—Gilmore and Riley.

LUSITANO GOLF

The June Monthly Competition of the Club Lusitano de Shanghai, Golf Section will be held today any time from 6 to 11 a.m. on the Hongkew Park Links. The following was the result of the draw for this competition:

A. M. Collaco vs. J. M. Gutierrez; C. Sequeira vs. F. M. Gutierrez; A. Leitao vs. A. F. Gomes; S. Collaco vs. B. Pintos; R. Roberts vs. H. Collaco.

SOOCHOW TRIP STAR FEATURE FOR NAVY MEN

Visiting Gobs From American Destroyers Going On Excursion Tuesday

Perhaps the outstanding event this week of the visit to Shanghai of some two thousand American sailors of eighteen American destroyers now in port will be the trip on Tuesday to Soochow. Events of today for the visiting sailors include a service this morning at the Navy Y.M.C.A. Hall at which Mr. Bowen of the Methodist Publishing House will be speaker. Included in the special program to be given will be solos by Mrs. Richard Vanderburg and Mrs. J. A. Davies with Miss Frances Taylor at the piano. Miss Alice Fitch will play a violin solo.

This afternoon a baseball game will be played at 3:30 o'clock by men of the 37th Division and the Shanghai team. In the afternoon a candy making party staged by American ladies will be followed by a service at the Community Church. At 7 o'clock in the evening several hundred of the navy's visitors will be guests at the Su-ki-yi party after which a song service will be held. At this Chaplain B. F. Huske will be speaker and a musical program will be given as follows: Song, Mrs. Allison Hayes, violin solo, Mr. William Lockwood, harp solo, Mrs. Charles Lavers, piano, Miss Frances Taylor. This service is to be followed by one of the noted Marguerite Clark pictures.

On Tuesday the Navy "Y" will take about 300 American sailors of the destroyer fleet on a sightseeing trip to Soochow. Special trams have been engaged and railway cars have been reserved for the journey.

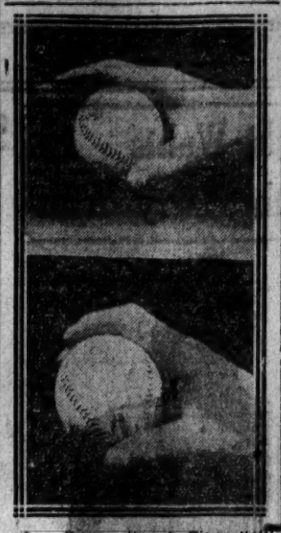
All the donkey boys of Soochow have had their burrows requisitioned for the "rough riders" of the navy.

Mr. Paul Crawley, moving picture man who has just arrived from America to screen pictures here and who is associated with the Victoria and other theaters, will accompany the sailors to Soochow to take moving pictures of them there. Mr. Zutterland of the Rembrandt Studio is also accompanying the party to take photographs that will be souvenirs of the occasion. The Chinese Y.M.C.A. of Soochow will furnish guides.

Places of interest to be visited are Temple of 500 Gods and "Tiger Hill" in the morning. The sailors will have their luncheon at the foot of Tiger Hill Pagoda. The afternoon will be devoted to seeing the city temples, Chinese Y.M.C.A., Soochow University and "Great Pagoda." The narrow crowded streets, the picturesque arched bridges over the Grand Canal and the city wall and water gates are all interesting to these "boys" now visiting Shanghai. These excursions are given to all newly arrived crews of American sailors.

The sightseeing party will be in charge of Arthur Ellis of the Navy "Y."

Jess Barnes Shows You How To Hold The Ball



Jess Barnes is a baffling "pill artist" for the New York Yankees. He doesn't mind showing you how he holds the little old pellet. Get what you can out of this—at the top you see Barnes's hand ready to toss one of his famous floaters. Below he has gripped the ball to shoot a speedy one smack into the groove.

Lawn Bowls Draw

(Continued from Page 1)

and J. Tomlinson v. R. Peden and G. A. Miller.

Game—21 ends.

RINK CHAMPIONSHIP

Byes, 2nd round—O. Crowe Read (skip), D. M. Graham, D. Macdonald, W. Gater v. G. Dunlop (skip), T. Harborne, J. M. Robertson, R. Simmons.

R. Dorrance (skip), C. Houghton, J. Breen, J. Keefe v. H. Veitch (skip), R. P. Phillips, E. Noakes, E. O. Thomas.

D. McAlister (skip), T. Spring, P. B. Critchley, P. Ephrave v. A. Makintosh (skip), J. M. Smith, G. H. Hall, G. Johnston.

First round—G. A. Miller (skip), J. T. Tweedlie, F. Lloyd, M. D. Anderson v. A. Samson (skip), P. M. Scott W. A. Ogden, C. J Head.

H. G. Wright (skip), W. D. Jamine C. G. Oakes, A. Jessiman v. T. Main (skip), R. J. Brandt, J. L. Wade, T. Veitch.

G. Manwaring (skip), H. F. Landers, G. Borras, P. W. Reeves v. H. E. Peck (skip), S. Marks, B. A. Anderton, C. Thompson.

C. Richards (skip), G. B. Stormes, J. Ross, T. S. Fry v. G. L. Campbell (skip), C. M. Bain, W. A. Turnbull, J. Munro.

Byes, 2nd round—J. Ross Young (skip), J. R. Milligan, W. R. Kinipple, E. M. Smith v. J. Grieve (skip), J. E. Wilson, J. Watson, R. Peden.

G. McMurdo (skip), A. A. Malcolm, A. M. McGregor, F. Ferrier v. J. C. Macdougall (skip), J. Park, D. Carter, J. S. McGavin.

T. Poignand (skip), G. H. Ackerman, J. Wheeler, S. C. Young v. A. D. Bell (skip), F. Fletcher, J. Irvine, F. Large

Game—21 ends.

The first and second round of each competition must be completed by July 3. The byes for the first round appear at the top and bottom. In the first round and in the case of the byes for the second round the first named player or players has the choice of ground. For all other rounds the ground is decided by the toss of the coin.

Roth Case Dropped In American Court

All charges in the case of Roth vs. Roth were dismissed by U. S. Commissioner Schuhl in the American Court yesterday. Mr. Roth had charged his wife with attempting to kill him and had also filed a divorce petition. Mrs. Roth also had a charge pending against her husband. Judge C. F. Franklin announced that a reconciliation had taken place and moved the dismissal.

Two More Bitten By Dogs, Police Report

Police reports yesterday listed two more persons as having been bitten by dogs. A coolie employed by the Shanghai Times was bitten in both hands by a dog said to be owned by W. M. Cameron of 6 Ward Road. A houseboy employed at 18 Toongchow Road reported that while walking in front of 133 Weihaiwei Road he was severely bitten by two dogs said to be owned by Mr. A. W. Burkill.

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Real War To Be Waged On Mosquitos This Summer

The mosquito, known to be the exclusive agent for the dissemination of malarial fever, as well as a deadly pest whose attacks are fraught with generic menace to the human body, is to be an enemy this summer as never before, and is to be attacked.

At an informal meeting of a large number of members of the American Woman's Club at Dr. Anne Walter Fearn's Sanitorium, 30 Route Pichon, on Friday afternoon, it was announced, and unanimously voted to inaugurate a campaign against the mosquito.

After having heard a brief report on the mosquito compiled by Dr. Alvin J. Cox, formerly of the Bureau of Science in the Philippines, it was learned by the members of the club, that it is easily within the power of each household wife to help rid the public of the pest.

Dr. Fearn read the report in which it was found that mosquito eggs are laid on top of water where it is only one-half inch deep and there is found enough food for the future larvae. One mosquito deposits about twenty eggs in a little raft, which hatch in a few days and become free swimmers. Ten days following the mosquito emerges from the water and flies away. Their life varies but averages, it is found, three weeks.

Since mosquitoes cannot fly very far, nor are carried great distances by the wind, it is found they must breed near where they are found. Many people unwittingly breed them in vases, flower-pots, bottles, in the chimneys, and open fire places. In this connection it has been found quite practicable to smoke the fire-places daily, or to close them up during the summer months. The night flying mosquito especially seeks dark places and hides away in dark clothing and corners.

TWO METHODS

The two preventatives used generally and found most effective, Dr. Cox says, is the use of oil in the drains and pools surrounding the premises, and also the use of mosquito fish. The mosquito fish is similar in appearance to a tadpole, however, larger, and will consume a great amount of larvae within a short time. These fishes are planted in running streams or ponds nearby and will in that way prohibit the development of mosquitoes.

The fish were used with great satisfaction in the Philippines and found to be a great asset in clearing up the situation. The club hopes to make constant use of these two preventives and by kindness of Dr. Cox. Some mosquito fish have been imported here from Manila and have been planted in sheltered places in Shanghai, in the lily pond in Wayside Park, in a pond near the Bethel Hospital, and other places. Here they will multiply and in due time be distributed upon request to various institutions and residences.

If with the constant attention to our own premises, using kerosene or petroleum where possible, and with the aid of the mosquito fish, it is a confirmed fact that Shanghai can be free from mosquitoes within two summers' time. Dr. Cox is known to have made Manila almost entirely free from the mosquito, and with individual help can abolish it from Shanghai.

Dr. Fearn has been assured of the co-operation of the British Women's Association and the Shanghai and French Municipal Councils, both of which have started a move in that direction.

THE AUTUMN FAIR

Not the least important subject at the meeting at Dr. Fearn's was the discussion of plans concerning the autumn fair to be held October 20 and 21. The chairman of each section was called upon to report, and in each case much enthusiasm has been shown in furthering the plans for this event. Mrs. Gardner Crane, Lucerne Road, is general chairman of the Fair Committee and all those persons desiring to aid are urgently requested to send in their names to her or telephone, W-2883, or Dr. Fearn, W-55. Various booths will be made representing various sections of the country and the possessions of America. In the United States, the booths typical of the Northwest section, Southern section, new Amsterdam States, New England section, California, Middle West section, New York, and the Philippines, Alaska, the Virgin Islands, Yap, Honolulu, and Panama will be opened.

A letter was read from the King's Daughter's Society at the meeting asking the club to aid in an open air fete planned for October 14. The benefits derived will go toward the help of the convalescent children in the home. It is hoped that the club will have a booth, supplying home made cakes, ice cream, pollies, and pickles. A committee was appointed to take charge of the arrangements consisting of Mrs. J. T. Hammond, Mrs. A. Bardarson, and Miss Ethel Allen. Anyone wishing to donate to this cause is asked to communicate with one of the committee.

Previous to the business meeting, Dr. Fearn served tea and coffee to the guests in the dining room.

PACT PLANNED

(Reuter's Service)

Budapest, June 10.—A Hungaro-Japanese Society is being founded for the promotion of friendship between the two nations.

Hunan Famine Funds

The following contributions to the West-Hunan Famine Relief Fund are gratefully acknowledged:

Previously acknowledged	$5,197.03
Special Performance at "Olympic"	481.00
Anonymous	1.50
Total to Date	$5,829.53

Contributions may be sent either to THE CHINA PRESS office or to The Augustinian Procuration, 10, Yangtszepoo Road.

The following letter has been received.

"In response to my appeal which appeared in this paper some time ago I have received many generous and prompt replies. Some have sent their donations directly and in doing so have made use of checks and paper money. For the benefit of those others who might feel inclined to do the same I would state that it is impossible to make use of either checks or paper money in this region.

"In such instances I find it necessary to send the donation to Hankow where it is converted into a Postal Money order and then forwarded to me. To expedite matters, I would ask that those who desire to send money directly to me would make use of the Postal Money Order.

"I take this occasion also of thanking most sincerely all those who have so promptly and generously responded to my appeal. I also beg God to reward these noble benefactors of the famine victims as they richly deserve and earnestly pray that others may be inspired to emulate their example as conditions grow steadily worse here due to the increasing heat and prolonged famine.

Rev. H. Martinez, O. S. A.
Yuanchow, Hunan.

MARTIN'S APIOL & STEEL PILLS for Ladies
A French Remedy for all Irregularities. Thousands of Ladies keep a box of Martin's Pills in the house, so that on the first sign of any Irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. At all Chemists and Stores, or post free 54/- from MARTIN Chemist, SOUTHAMPTON, Eng.

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TRY AN ICE CREAM SODA AT
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Tel. C. 1805.

The Unexpurgated Diary Of A Shanghai Baby
By Elsie McCormick
When you pack up to go away for the summer, don't forget to include among your belongings a copy of "Audacious Angles on China" and of "The Unexpurgated Diary of a Shanghai Baby." The total investment of five dollars will bring you a large return of enjoyment when you are relaxing at summer resort and are able to take a little time off to laugh. "Audacious Angles," which contains thirty-six delightful sketches on life in China, retails for three dollars a copy; "The Unexpurgated Diary," which recounts the experiences of an amah-raised baby, sells for two dollars. You will want them both.
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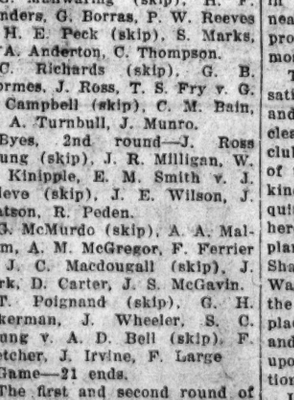
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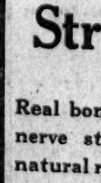
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Bringing Up Father

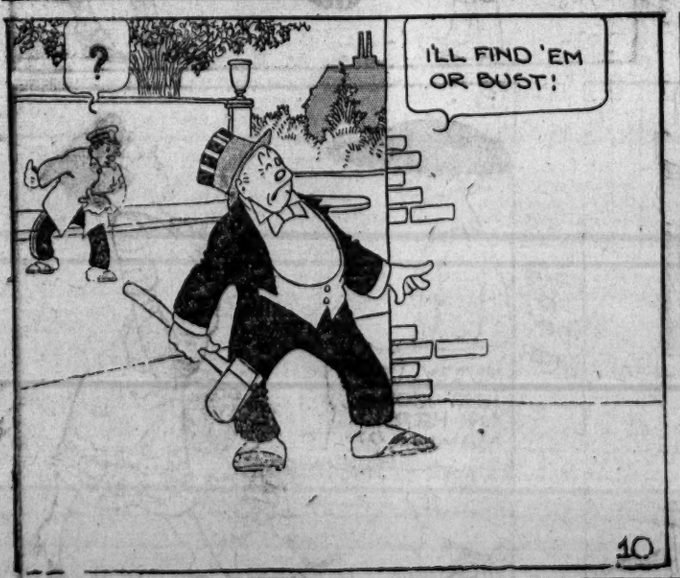
MAGGIE'S GOT ONE OF THEM WIRELESS TELEPHONES IN THE HOUSE - WE KIN HEAR CONCERTS AN' ALL KINDS OF JUNK!
OH! I KNOW ALL ABOUT 'EM. DUGAN WORKS IN ONE OF THEM PLACES!
1

YOU DON'T TELL ME - MANY IS THE GOOD TIME DUGAN AN' I HAD TOGETHER.
YE-EH! I OFTEN GO TO SEE HIM AN' WE HAVE A CHAT BEFORE THE CONCERT BEGINS. I'M GOIN' OVER TONIGHT.
2

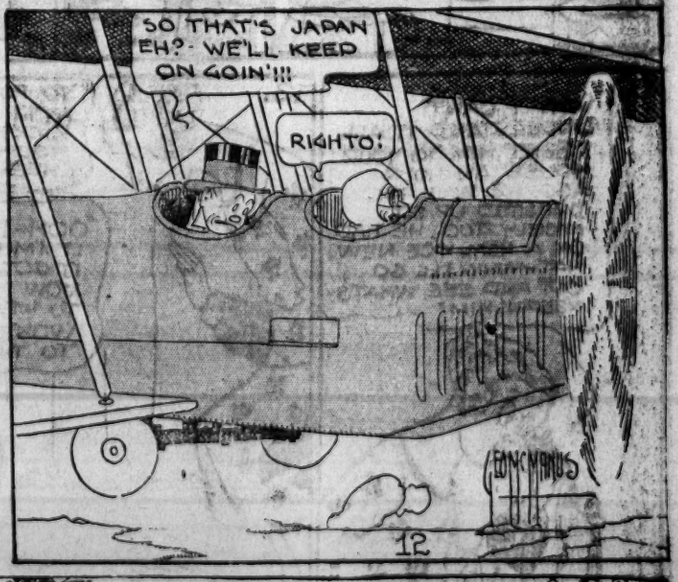
HELLO - DINTY - YOURE JUST IN TIME - THE CONCERT WILL BEGIN JUST AS SOON AS THE SOPRANO GITS POWDERED UP.
I SEEN YOUR FRIEND JIGGS TODAY!
5

WOW!
HE TOLD MAGGIE HE HAD TO GO TO ST. LOUIS ON BUSINESS - AINT IT A SHAME THE WAY MAGGIE TREATS HIM - SHE WUZ ALL RIGHT IN THE OLD DAYS WHEN SHE WORKED IN THE LAUNDRY.
8

COME BACK HERE!!!
IS SHE STILL TRYIN' TO PUT ON AIRS? SHE CERTAINLY USED TO COOK CORNED BEEF AN' CABBAGE AN' COULDN'T SHE EAT IT? BOY!!
9



SAY - RILEY - WE GOT A WIRELESS TELEPHONE AN' I'M LOOKIN' FER THE WIRES TO CHOP 'EM DOWN!
HO-HO!!! THAT'S A GOOD ONE ON YOU - JIGGS! A WIRELESS AINT GOT WIRES!
11



Little Jimmy

1. "JIMMY. I THINK YOU LOOK JUST LOVELY! REMEMBER, YOU'RE TO CALL FOR LITTLE ISOBEL BRIGGS TO ESCORT HER TO THE PARTY. I WANT YOU TO BEHAVE YOUR VERY NICEST. YOU WILL REMEMBER WONT YOU?"
"YES 'UM - BUT GOSH I HOPE NONE OF THE REGULAR FELLERS SEE ME IN THIS HAT."

2.

3.

4.

5. H'LO LIDDLE BOY. MAYPE YOU COULDT WRITE ENGLISH. YASS?
"SURE I CAN. WHERE'D YOU GET THAT HAT LIKE MINE? HAVE YOU GOT TO GO TO A PARTY?"

6. "DISS BOOK SAYS VOT TO SAY BUT I CANDT WRITE IDT SO YOU VILL BLEASE WRITE AS I READ - 'RESPECTED UNT HONORED MISS. I TAKE DISS MEANS TO PRESENT MY TENDEREST DEVOTION UNT UNDYING LOFE FOR YOU UNT REALIZING AS I DO MY UNVORTHINESS YET I SUMMON COURAGE TO ASK —
'SH-HUSH'
'HULLO. L —'

7. — YOUR HANDT UN HEART IN HOLY VED-LOCK. MAY YOUR HEART SO RESPONDT TO MINE THAT BY RETURN MAIL I MAY EXPECT A FAVORABLE EENSER.
JOURS RESPECTFULLY UNT LOVINGLY"
ALEC JANSEN"

8. "HERE'S DER ENVELOPE. ADRESS IDT TO MISS LENA LARSEN."
"ER-SHES RIGHT BACK OF YOU"-

9. "VY YU OLDT VALRUS! VOT MAKE YU TANK DOT A JUNG GIRL LIKE ME MARRY OOP MIT YU? AY'LL YUST SHAKE SOME UF DOT NONSENSE OUDT!"

AND IN A HOME OF WEALTH AND CULTURE LITTLE ISOBEL AWAITS THE COMING OF HER ESCORT

10. "MOTHUR-R DEE-URR. WHERE IS THE LITTULL BOY WHO IS TO SEE ME TO THE PARTE-E?"

11. "WHY I CANT UNDERSTAND IT ALL I SENT HIM TO YOUR HOUSE AN HOUR AGO HE WAS ALL DRESSED UP SO NICELY TOO. HE HAD ON A REAL NICE NEW HAT - WHY- I'LL GO OUT AND SEE WHAT'S KEEPIN' HIM"

12. "YU POOR LEEDLE BOY. AY'M SO SORRY HE KICKED DER INK ON YOU - AY'LL SHAKE HEEM AGAIN"
"OOH - DONT YOU DO IT. I'M ORFUL GLAD IT GOT ON THIS HAT NOW I WONT HAVE TO WEAR IT AN' I WONT HAVE TO GO TO THE PARTY."

AND A DAY LATER

13. "MUZZY. ISN'T THAT ISOBEL AN' HER MAMMA?"

SWINNERTON